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Railroads in Connecticut.

While the Western railroads had such a remarkable increase in business last year, which is certainly not abating in any respect this year, the Eastern railroads also had their proportionate share in the good results of the general revival in business activity. Among the Eastern States whose railroad earnings were vastly increased last year Connecticut was conspicuously fortunate. The gross railroad income in that State in the year 1880, amounted to \$12,390,878 51, an increase of \$1,378,627 94 over that of the previous year. For the first time in five years last year the passenger earnings showed an increase over the preceding year, though they were still about \$840,000 behind those of 1873. Meanwhile the freight earnings of 1880 exceeded those of 1879 by over \$1,000,000. There has been a remarkable change within the past year or two in the relative position of freight receipts to passenger receipts on the Connecticut roads. Up to last year the passenger receipts had always exceeded the freight receipts, but last year the balance was turned in favor of freight receipts until they were placed in excess of the former to the amount of about 20 per cent. This is a strong illustration of the great increase in the products of her manufacturing that Connecticut experienced last year, for a large proportion of this increase of traffic comes from local business and industrial activity, for Connecticut with the Sound and river facilities for transportation to draw from her railroads, is prominently a locality where railroad earnings are more dependent upon local causes than upon conditions, chiefly effecting through freight. So railroad earnings are good indicators of the condition of manufacturing in that New England State of many and widely varied industries.

The total length of the railroads in Connecticut is 953 miles and with double track and sidings the entire length of single track in the State is 1,248. Of this amount 613 miles are laid with steel rails and the per centage of steel is being rapidly increased. The Railroad Commissioners, Messrs. Geo. M. Woodruff, John W. Bacon and William H. Hayward, in their

annual report just published, give much interesting information concerning the workings of the roads of that State, and many valuable suggestions of interest to railroad men and the public generally, especially in regard to the question of color blindness upon which so much of careful study and investigation has been recently made under their direction. They give the opinions of many oculists and expert examiners as drawn out from examinations in various parts of the country. The result of the examinations made in Connecticut showed that the total average of color blindness among their engineers was only about three per cent.

While the gross income of the Connecticut railroads was largely increased last year as mentioned, there was also a marked increase in expenses, the expenditures being \$7,686,414 20 an increase over the previous year of nearly \$967,408 53, the proportion of expenses to earnings being 62 per cent, a little over one per cent more than last year. This is a fact, however, for congratulation rather than for much surprise, as the increased expenditure has been made largely in perfecting roads and rolling stock, and also in keeping up the quality of the railroad employees, in which respect Connecticut is conspicuously wise, both as to railroad and other employees, as is shown in her comparative freedom from all kinds of labor disturbances. The dividends paid by nine companies amounted to \$2,539,295 70, the rates varying from 2½ to 10 per cent. From the detailed and tabulated statements made by the Commissioners concerning the improvements made last year, and the general management and workings of the Connecticut railroads a flattering showing in the way of dividends from several of them can be prophesied for the present year.

American and European Railways.

In none of the commercial countries of the world has railway building taken so exalted a position as a means for developing internal resources and advancing trade as in the United States. Perhaps in no other country has the need of means for extended internal communication been so great as in this. The geographi-

cal bearings of the principal interior rivers are at right angles to the main current of traffic, which, being from and towards the Atlantic seaboard, causes artificial means of communication to be a work of necessity. Railway building in this country is also prompted by an additional motive than those that usually obtain in the countries of Europe. Here we build roads in advance of population as a means of developing the resources of the country and extending the area of trade; there, roads are constructed to meet the demands of an existing population and an established trade. The methods of construction in Europe are consequently more conservative and take on less of that speculative element that accompanies much of the work here. There, trade revulsion caused by railway building is a rare event; here, unfortunately, it is one of too frequent recurrence. Here indeed it has come to be looked for as an inevitable incident of active railway progress, which for the time may cause far-reaching disaster to individual fortunes. Yet our almost periodical trade panics, usually of moderate duration, when they pass by find the country as a whole in an advanced condition for more extended prosperity. Disaster may come to the individual, but the roads remain—a monument, may be, of personal enterprise and perhaps ruin—as so much additional wealth of the State, and to accomplish the purposes for which they were designed.

In comparing the progress made here in railway building and in the several countries of Europe it will be seen that our advance is not unreasonable ground for self-congratulation. As early as 1830 the total length of the railroads in Europe was 196 miles, and in the United States there were at that period but 40 miles; in 1850 the countries of Europe had 14,335 miles, of which 6,617 were in Great Britain and 3,516 miles in Germany, while in United States the construction had reached 9,021 miles, while France at this period had 1,912 miles. From 1850 to 1870 railway construction went forward rapidly on both sides of the Atlantic and especially in France. In the latter year the roads of Europe had reached

a total length of 64,659 miles, of which Great Britain had 15,525, nearly one-fourth of the whole; Germany 11,526, and France 11,131 miles. During this period the roads of the United States had extended to 52,914 miles. During the next years up to 1878, according to the statistics published in that year by the French minister of public works, the railway systems of Europe were extended 50 per cent, or to about 97,000 miles, while in the United States the mileage in that year had increased to 81,776 miles. A portion of this time was a period of great depression in railway building in this country. Since the latter year the amount of road built in the United States has been proportionately greater than on the other side of the Atlantic.

In comparing length of roads with population, Sweden is the best provided of any of the European States, having 6.4 miles of road for every 10,000 inhabitants. Taking the mean in Europe it is 3.3 miles for every 10,000 inhabitants. The United States is prodigal with her railroads, having 23 miles to every 10,000 people, seven times more than the European mean. In comparison of miles of road to area of surface Belgium has 8.38 miles of road to each square mile of territory; Germany, 3.5; France, 2.85; the mean of Europe being 1.05. The mean in the United States was about the same as that of Europe, but in this there is nothing remarkable when the amount of new and unsettled territory is taken into account. In this country railway building may be considered as only fairly under way. There are large sections of new territory yet to be developed, and the facilities of trade still demand very considerable additions to the mileage of the Eastern, Southern and Valley States.

This leads to the reflection that the facilities for internal commerce in this country are being secured on a more extended and comprehensive scale than will exist in any other commercial country on the globe. The extent of territory to be provided with means of transit is such as favors numerous and great lines of road, and the nature of its products—agricultural, mineral and manufactured—are such as to provide a correspondingly great traffic. In fact, the physical features and geographical extent of the country demands lines of road commensurate with the vastness of the traffic. —[Missouri Republican.]

Delaware Western Railroad.

The Delaware Western Railroad bill, recently passed by the Legislature of Delaware, authorizes the Delaware and Western Railroad Company to locate and construct a railroad or railroads, beginning at the most favorable point on the present line of its road, extending southwest to within half a mile of the town of Newark on the north side, and passing out of Delaware at some point on the boundary line of that State north of where the Philadelphia, Wilmington and Baltimore Railroad crosses the line, in a northeasterly direction to or into the State of Pennsylvania. For these purposes the company is given all the usual powers to enter on lands, locate and lay out its roads, erect stations, shops, &c., procure material and obtain title in the same manner as is provided for in other specified charters; provided, however, that the powers, rights and privileges here granted shall become null and void unless the specified extension be begun within one year and completed in three years, time lost in litigation to obstruct the work not to be counted.

Passenger rates shall not exceed three cents per mile, but no single fare need be less than fifteen cents; freight charges by carload for distances over ten miles not to be more than five cents per ton per mile, and the whole charge for freight between any two points shall not exceed the whole charge for the same kind and amount of freight between more distant points.

Section 2 authorizes the company to increase its stock to pay for cost of the proposed extension according to the usual terms of such charters in Delaware, but three of the directors of the company must reside in that State. The Delaware Western Company is authorized to operate the proposed extension as its main line, the present line to Landenberg being treated as a branch, and to construct other branches and take leases of other roads, or lease all or any part of its own railroad upon such terms as may be mutually agreed upon between the parties.

Section 3 authorizes said corporation to make connections with any railroads incorporated in Delaware, Maryland or Pennsylvania, and at any time to merge its stock, franchises and property with those of such other corporations, such consolidation to be made according to the terms of the original charter of the Wilmington and Western road, but no such consolidation shall be made with any railroad passing entirely across the State.

Section 4. Whenever any such consolidation shall be effected the Delaware Western Company or its representatives are required to pay into the treasury of Delaware, in semi-annual installments, a gross annual sum of money, in lieu of other taxes, which annual payment shall bear the same proportion to the \$40,000 now annually paid by the Philadelphia, Wilmington and Baltimore Railroad; that the length of the Delaware Western in Delaware bears to the length of the Philadelphia, Wilmington and Baltimore within the State; provided that this does not impair the State's right at another time to fix a different gross annual sum in lieu of all other taxes.

Northern Central Railway.

At the annual meeting of the stockholders of this company, held in Baltimore on the 24th ult. the report of the directors for the fiscal year ending December 31, 1880, was presented, from which we learn that the total revenue for the year amounted to \$5,050,887 29, of which \$695,430 28 were from passengers, \$4,131,008 16 from freight, \$68,565 56 from express, \$42,741 20 from mails, and \$117,642 09 from miscellaneous sources. The total running expenses were \$3,255,258 45, of which \$1,121,252 02 were for conducting transportation, \$984,167 36 for motive power, \$698,295 50 for maintenance of way, \$437,736 62 for maintenance of cars, and \$68,816 95 for general expenses. Deducting the expenses from the receipts as given, the net earnings were \$1,795,118 84. In comparison with 1879 there was an increase in gross earnings of \$942,438 47, equal to 22 94 per cent., and increase in expenses of \$393,320 48, showing an increase in net earnings of \$549,111 99, or 44.07 per cent.

In addition to the net earnings as above stated, there was received from dividends and interest \$132,512 06; contribution for operating Elmira, Chemung and Canandaigua Divisions, (from Penn-

sylvania Railroad Co.) \$27,428 37; royalty on coal mined, Shamokin Division, \$88,580 22 making total net receipts, \$2,042,634 49. Out of these net receipts \$1,417,790 67 was applied to the payment of interest on the mortgage indebtedness of the company, rentals, taxes, &c., leaving a balance of net income for 1880 of \$625,843 820. Of this latter sum, after meeting a guarantee of the company of the bonds of the Baltimore and Potomac Railroad, and a dividend upon the capital stock of 2½ per cent there remains a total net credit Dec. 31, 1880, of \$187,708 45.

The total number of passengers carried in 1880 was 1,913,734, an increase of 382,855, or 25 per cent over the preceding year, and the increase in the amount of money derived from the same source was \$67,503 45, or 10.75 per cent. The total tonnage of the year was 9,460,229, an increase of 1,539,363 over 1879. The coal tonnage of the main line in 1879 was 1,185,115 tons, and in 1880, 1,875,792 tons. There was an increase in the trade going on to the Pennsylvania Railroad at Marysville of 101,601 tons; also an increase of 1,789 tons to points on the Cumberland Valley Railroad. The total tonnage to Baltimore was 338,667 tons, a decrease of 34,670 tons in 1880. While the tonnage mileage shows an increase of 14,278 per cent., the gross receipts increased 26 242 per cent.

The terminal facilities at Baltimore were improved during the year by the construction of a pier at Canton 200 feet long and 120 feet wide, which will be used for transferring iron ore and other bulk freight from vessels to cars. It cost \$40,000. The company is now entirely free from a floating debt.

Value of Foreign Coins.

A circular has recently been issued from the Treasury Department at Washington proclaiming the estimation made by the Director of the Mint of values of standard coins in circulation in the various nations of the world, changing the values of the following coins from those proclaimed by the circular of 1880, as follows:

Florin, of Austria, is reduced from 41.3 cents to 40.7 cents; boliviano, of Bolivia, from 83.6 cents to 82.3 cents; milreis, of Brazil, increased from 54.5 cents to 54.6 cents; peso, of Ecuador, reduced from 83.6 cents to 82.8 cents; rupee, of India, from 89.7 cents to 89 cents; Japan having adopted the free coinage system for silver, the yen, which was formerly given as 99.7 cents in gold, is now 88.8 cents in silver; the Mexican dollar from 90.9 cents to 89.4 cents; the sol, of Peru from 83.6 cents to 82.3 cents; the rouble of Russia, from 66.9 to 65.8 cents; the mabbub, of Tripoli, from 74.8 cents to 74.3 cents; the peso, of Colombia, from 83.6 cents to 82.3 cents; the peso, of Cuba, is given at 93.2 cents, and the bolivar, of Venezuela, at 19.3 cents. The monetary and, of Egypt, which formerly was stated as the pound at \$4 97.4, is now fixed as the piaster. 04.9.

The St. Johns and Sorel Railway project will it is said, be soon put into execution. The provisional officers of the company are Duncan MacDonald, President, E. R. Smith, Secretary, and Charles Arpin, Treasurer. The amount of \$50,000 required by law has been subscribed and 10 per cent has been paid in.

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New York, Saturday, March 12, 1881.

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THIS WEEK witnesses the opening of the new route to the Pacific, an event which is probably of as much significance in our railroad history as anything which has occurred in railroad construction since the opening of our first transcontinental line twelve years ago. The junction of the Southern Pacific Railroad and the Atchison, Topeka and Santa Fe was completed on Tuesday at a point in New Mexico called Deming, and through trains will be running over the line within a few days. The opening of the new route, while being of great value to general commerce, has as one of its chief points of significance that of the establishment of a most powerful agent for the development of that vast region of our Southwest and the Pacific coast, and the opening up of Mexico's magnificent resources and rich fields for American commercial enterprises.

ONE of the surprises this week in railroad circles was the announcement that the Pennsylvania Railroad Company had secured a controlling interest in the capital stock of the much-coveted Philadelphia, Wilmington and Baltimore Railroad Company. It had been generally supposed that the negotiation with

Boston parties in the interest of the Baltimore and Ohio Railroad Company for this control were virtually completed, and the announcement made at the annual meeting of the Pennsylvania Railroad Company, Tuesday, that the controlling interest had been secured for that company was a complete surprise in all directions. The amount of the purchase is said to be 116,000 shares, at a cost of about \$8,500,000, \$78 per share having been paid for a portion of the stock, while some of it is reported to have been bought in New York of Boston parties for \$70 and \$75 per share. This makes it necessary for the Boston and Ohio Railroad Company to adopt other measures for reaching New York, which are said to be already under way.

PHILADELPHIA is likely to be favored with a considerable improvement in her street railroad system during the next few months, one feature of which will be a further introduction of five per cent fares. William Wharton, Jr., in obtaining control of the Lombard and South streets line of street cars is placed in a position where he can do for Philadelphia what he has done in New York in the way of perfecting street railroads. Mr. Wharton is president of the West End, Angora and Park Passenger Railway Company and the recent purchase in the Lombard and South street line will place the two lines under one management, a junction of the two roads being effected by the proposed laying of a double track over the South street bridge across the Schuylkill. While it is intended to considerably extend the termini of the united lines, the fare will be fixed at five cents, a result of which will be to stimulate improvements in other of Philadelphia's street railroads. Wilmington, Del., is also making important additions to her street car facilities, a contract having just been closed between the City Railway Company and Mr. Wharton for building a road for that company down Fourth street from Market to Third street bridge. The opening of spring will witness a considerable activity in street railroad enterprise in many other cities as well as the great activity under way in general railroad construction.

AN IMPORTANT move in the direction of establishing regular second-class rates for general travel on the trunk lines was made at the first day's session of the National Passenger and Ticket Agents' Association, which opened its semi-annual meeting at the Windsor Hotel Tuesday morning. A resolution was passed which provides that hereafter all tickets other than first class tickets, on all lines, shall be printed uniformly as "second class" tickets. It was said to be the intention of the trunk lines to confine the use of "emigrant tickets" to regular emigrant trains, for the foreign emigrant business. There is a probability that it may be so arranged that American emigrants going from the Eastern to the Western States

will receive the same rates as foreign emigrants, but if so they will be strictly limited to the regular emigrant trains. The main idea of this move is evidently to establish on the trunk lines a fixed second-class rate for those who are willing to take second-class accommodations upon express trains. There has been developed within the last few years a custom of permitting travel upon the express trains at the very low emigrant rates which have prevailed, and this travel has increased until it has reached very large and annoying proportions. A just rule which shall draw marked lines between the rates of first class, second class and emigrant tickets, will prove very desirable, not only to the railroads but also to the general traveling public.

SPRING trade has undoubtedly been much delayed by the severity of the weather, which has seriously interfered with transportation throughout most of the long winter. But with the very first opening of spring the railroads are promptly freeing themselves of the blockades which have filled the side tracks with cars for many weeks, all the way through from the Atlantic coast to the far West. Every day now adds to the probability that transportation will receive but slight further hindrance from snow this season. There is a great demand in the West for empty freight cars, and as they are being dug out and thawed out from their winter blockades they are hurried on to the shipping points where cargoes are awaiting them; at the same time there is a liberal amount of westward-bound freight seeking transportation in our Eastern commercial centres. There is no doubt that the uncertainty which previous to the first of the month prevailed about the action of Congress on the funding question had indirectly a retarding effect upon general trade, as it certainly most seriously affected financial circles. The melting away alike of the snow and anxiety about disturbance of financial matters being created at Washington hastens the opening of spring trade, which has been retarded beyond general expectation, and the unlocking of the rivers and the railroads is likely to be accompanied by a marked activity in general business.

CONSIDERABLE interest is being centered in the quaint old town of San Diego, the most southerly seaport of California, on account of the renewal of efforts to make it a somewhat important railroad terminus. A number of Boston capitalists are reported as being interested in a scheme to connect that port with the Mexican and southwest system of railroads. It has been prophesied that the carrying out of this plan would greatly affect San Francisco, drawing from her commerce; but while a certain amount of traffic might be diverted from San Francisco by rejuvenating the ancient city which has threatened before to take the position of a rival, and by improving her approaches, still San Francisco has little reason to

fear losing much of her supremacy on the Pacific coast. The most important result for California of the carrying out of this reported scheme would be an agricultural development in that little corner of her territory similar to that which the Southern Pacific Railroad and the extended enterprises connected with that great system have given to the entire State. The opening of a road to San Diego would tend to increase the local traffic through the State, and San Francisco would reap a benefit in this direction which would probably more than compensate for anything she might lose through having San Diego, now a forlorn and isolated town, converted into something of a railroad terminus. It would be about as difficult to draw the Pacific coast supremacy from San Francisco in this way as it would be to draw from New York her supremacy as a shipping point and give it to some obscure seaport 400 miles down the Atlantic coast.

Pennsylvania Railroad.

The following is an abstract of the Thirty-fourth Annual Report of the President and Directors of the Pennsylvania Railroad Company—being for the year ending December 31, 1880—which was presented to the stockholders at their annual meeting in Musical Fund Hall, Philadelphia, on Tuesday last:

The gross earnings on the Pennsylvania Division, Main Line and Branches, Pittsburg to Philadelphia, for the year ending December 31, 1880, were \$25,987,657 61, the operating expenses \$14,051,485 78, and the net earnings \$11,936,171 84; to which add interest on investments, etc., \$3,805,751 10, making a total of \$15,741,922 94; from which deduct payments for leases and rentals, interest on bonded debt, etc., \$5,690,437 78, leaving as net earnings the sum of \$10,051,485 16. Compared with the year 1879, there is an increase in gross earnings of \$4,244,029 31, with an increase in expenses of \$2,299,865 23, making the increase in net earnings \$1,944,164 08. There was an increase in interest from investments, etc., of \$1,292,552 89, and an increase in interest on bonded debt, etc., of \$667,712 29—making the increase in the net income of the company over 1879, \$2,669,004 68.

The gross earnings of the United New Jersey Railroad and Canal Company, including the Belvidere Delaware Railroad and Flemington Branch, during the year 1880, were \$11,544,681 74, the expenses \$8,215,208 01, and the net earnings \$3,329,473 73; to which add interest from investments, \$192,384 24—making the total net earnings \$3,521,857 97. The amount disbursed for interest, dividends, etc., was \$4,557,166 84—showing a net loss of \$1,035,308 87. Compared with the year 1879, the gross earnings show an increase of \$1,759,838 69, with an increase in expenses of \$1,714,346 48, making the increase in net earnings \$45,492 21; from which deduct decrease in interest received from investments, \$18,865 80, making the total increase \$26,626 91. There was an increase in payments on account of dividends, interest, etc., of \$122,056 69—making the net loss in operating the New Jersey Division \$95,419 78 more than in 1879.

Deducting the net loss from operating the New Jersey Division from the net income of the Pennsylvania Division, as shown above, leaves a balance of \$9,016,176 29; from which deduct payments to the fund for the purchase of securities guaranteed by the Pennsylvania Railroad Company, under trust created Oct. 9, 1878, \$600,000, Pennsylvania Railroad Company's consolidated mortgage bonds redeemed by sinking fund, \$291,000, one-half loss in operating the Elmira, Chemung and Canandaigua Divisions of the Northern Central Railway Co., (divided equally with that company) \$27,428 37, deficiency in meeting interest guaranteed by the Pennsylvania Railroad Company on bonds of the Baltimore and Potomac Railroad Company, Shamokia Coal Co., Philadelphia and Erie Railroad Co., Allegheny Valley Railroad Co., Sunbury, Hazleton and Wikesbarre Railway Co., and Frederick and Pennsylvania Line Railroad Co., \$459,189 91—in all, \$1,377,607 28—leaving balance to credit of income account \$7,638,569 01; out of which was paid dividends of seven per cent, amounting to \$4,820,914—leaving amount to be transferred to credit of profit and loss account for 1880, of \$2,817,655 01; to this is added \$4,181,073 33 to credit of that account December 31, 1879, and \$795,220 37 realized from settlements of old accounts and profit on sale of securities—leaving \$7,793,948 71 to credit of profit and loss December 31, 1880, a gain during the year of \$3,612,875 38.

The gross earnings of the Philadelphia and Erie Railroad in 1880 were \$3,727,733 13, the expenses \$2,358,353 78, and the net earnings \$1,369,379 35. Deduct interest charged for the use of equipment, etc., \$268,767 55, leaves net amount applicable to payment of interest, etc., \$1,100,611 80, which amount was paid to the Philadelphia and Erie Railroad Company as rental. Compared with 1879, the gross earnings show an increase of \$635,925 32, the expenses an increase of \$228,095 71, and the net earnings an increase of \$407,829 61. The amount applicable to the payment of interest shows an increase of \$302,111 10.

The gross earnings of all the lines east of Pittsburg and Erie for the year 1880 were \$41,260,072 49, the expenses \$24,625,047 57, rental and interest on equipment \$2,738,562 13, and the net earnings \$13,906,462 79; for the year 1879 the gross earnings were \$34,620,279 17, expenses \$20,382,740 15, rental and interest on equipment, \$2,129,010 50, and net earnings \$12,108,528 52—showing an increase in gross earnings of \$6,639,793 32, an increase in expenses, etc., of \$1,841,859 05, and an increase in net earnings of \$1,797,934 27.

The number of tons of freight moved over the lines east of Pittsburg and Erie in 1880 was 27,399,173, against 24,970,672 in 1879, an increase of 2,428,501. The number of tons carried one mile in 1880 was 3,292,991,330, against 3,061,478,249 in 1879, an increase of 231,513,081.

The number of tons of freight moved in 1880 over the main line and branches, including 976,780 tons of fuel and other materials for the company's use, was 16,341,538, embracing 7,494,723 tons of coal and coke. For the previous year 14,457,502 tons were moved, showing an increase of 1,884,036 tons, or 13.03 per cent, while the increase in coal tonnage was 1,114,728 tons. Of the

15,364,788 tons of individual freight moved on the main line and branches in 1880, 2,067,360 were through and 13,297,428 local freight.

The number of passengers carried on all lines east of Pittsburg and Erie for the year 1880 was 16,575,042, against 13,602,401 in 1879, an increase of 2,972,641. The total mileage of passengers was 382,787,186, against 314,260,989 in 1879, an increase of 68,526,197.

The total earnings of the lines owned or controlled by the Pennsylvania Railroad Company west of Pittsburg, and operated by the Pennsylvania Company and the Pittsburg, Cincinatti and St. Louis Railway Company, in 1880, were \$29,563,989 76, the expenses \$17,554,438 06, and the net earnings \$11,949,551 70; in 1879, the earnings were \$25,742,296 50, the expenses \$15,805,533 56, and the net earnings \$10,486,762 94—showing an increase in earnings of \$3,761,698 26, with an increase in expenses of \$2,248,904 50, making the increase in net earnings \$1,512,788 76. From the net earnings of 1880 \$8,791,510 29 is deducted for rentals, interest, and liabilities of all kinds chargeable thereto, leaving a net profit of \$3,158,041 41. The deduction for like purposes in 1879, of \$3,612,674 54, leaves a net profit of \$1,824,088 86.

The other lines west of Pittsburg in which the Pennsylvania Railroad Company has an interest, but which are worked through their own individual organizations, show a loss after the payment of interest and rental of \$346,662 67, of which this company is responsible for \$86,644 66, which deducted from the net earnings, as stated above, leaves a net profit on all the lines west of Pittsburg of \$3,076,396 85, against \$1,682,326 12 in 1879, showing a gain of \$1,389,070 73.

The number of tons moved on all lines west of Pittsburg in 1880 was 22,302,291; do. moved one mile, 2,426,038,785. In 1879 the number of tons moved was 20,166,334, and the number moved one mile 2,272,716,185.

The number of passengers carried on all lines west of Pittsburg in 1880 was 9,665,994; do. carried one mile, 321,783,885. In 1879 the number of passengers carried was 9,261,565, and the number carried one mile 269,515,697.

The gross earnings of all lines operated east and west of Pittsburg in 1880 were \$70,764,062 25; and the gross expenses, excluding rentals, interest, dividends, etc., were \$42,179,485 65—showing net earnings \$28,584,576 62; in 1879 the gross earnings were \$60,362,575 67, the expenses \$35,639,794 99, and the net earnings \$24,722,780 68—showing an increase in earnings of \$10,401,486 58, in expenses of \$6,539,690 64, and in net earnings of \$3,861,795 94.

The number of tons of freight moved on all the lines east and west of Pittsburg in 1880 was 49,701,464; and the number moved one mile, 5,719,030,065. In 1879 the number of tons moved was 45,137,006, and the number moved one mile 5,334,194,434.

The number of passengers carried on all lines east and west of Pittsburg in 1880 was 25,241,036; and the number carried one mile 704,571,071. In 1879 the number carried was 21,863,966, and the number carried one mile 583,776,686.

The amount expended for construction, equipment and real estate during the year was \$1,877,958 79; against which there are credits for property sold, value of United company's stock received on account of Harsimus improvement, and amount charged to branch roads, in all \$1,372,785 60—making the net expenditure \$3,506,168 19. During the year 1881 the outlay for new construction and equipment will probably be quite as large as for the past year.

The debt due the State of Pennsylvania on account of the purchase of the Main Line was reduced during the year by the payment of \$258,608 92 which was charged to capital account; the balance of the annual payment of \$460,000, amounting to \$201,301 08, representing the interest, was charged directly to income account.

Consolidated mortgage bonds due 1905, to the par value of \$291,000 were redeemed during the year; the total amount purchased to date of the report is \$689,460.

Of the \$4,970,000 first mortgage bonds of the company, due December 31, 1880, \$2,867,000 were paid off and canceled, leaving \$2,103,000 then outstanding, which amount has since been reduced to \$253,000. The money for the payment of the remainder is held as a special fund by the treasurer. Provision was made for the retirement of these bonds by the issue of \$5,000,000 of consolidated mortgage 5 per cent bonds to become due in 1919, which were disposed of on favorable terms.

The \$10,000,000 six per cent Navy Yard bonds due Jan. 1, 1881, have been extended for a period of 20 years from that date at five per cent interest.

In order to enable the Philadelphia and Erie Railroad Co. to provide for the payment and cancellation of \$5,000,000 of six per cent bonds of that company, maturing March 30, 1881, guaranteed principal and interest by the Pennsylvania Railroad Co., this company purchased of the Philadelphia and Erie Railroad Co. a certain amount of the bonds secured by its general mortgage, the interest thereon being reduced from six to five per cent per annum. Of these bonds, \$5,000,000 were guaranteed, principal and interest, by the Pennsylvania Railroad Co., and disposed of on satisfactory terms.

There are now in the sinking fund for the redemption of the obligations of the various companies forming the United New Jersey Railroad and Canal Co., securities to the par value of \$1,479,000. There is also a cash balance, uninvested by the Trustees, of \$42,629 64. The Pennsylvania Railroad Co. also holds an additional amount of \$124,000 of bonds, which have been redeemed, making an aggregate investment of \$1,645,629 64, for which it will in the future, in accordance with the terms of the lease, receive bonds to be issued under the General Mortgage of that company.

The General account of the Treasurer at the close of the year will be found on another page.

According to the report of the Masters of the Philadelphia and Reading Railroad the balance on hand January 1 was \$71 957 78. The receipts during that month were \$2,418,744 44, and the payments were \$2,168,274 91, leaving a balance

on February 1 of \$217,367 81. The sum of \$156,186 paid as instalments on deferred income bonds was put under a separate account. The balance credited to the coal and iron company for the month is \$146,792 35.

Railroad Earnings.

—The approximate earnings of the Flint and Pere Marquette Railroad Company for the first two months of 1881 were \$255,264 25 as compared with \$228,016 65 for the same period last year.

—The approximate earnings of the Denver and Rio Grande Railway Company for the first week of March are given as amounting to \$92,359 as compared with \$35,590 for the corresponding week last year. The number of miles operated this year is 551; last year the number of miles operated was 347.

—The approximate earnings of St. Paul, Minneapolis and Manitoba Railway Company for four weeks, ending Feb. 28th, were \$157,489 20. For the same period last year the earnings were \$137,844 69. For the two months of January the earnings were as follows: 1881, \$413,669 20; 1880, \$317,883 55.

—The earnings of the Central Pacific Railroad Company for the month of February were \$1,400,000. The earnings for the month of February, 1880, were \$1,070,487. The approximate earnings for the month of January, as announced by telegraph, were previously given as being \$1,498,000. The official returns received on the 9th inst. show that the actual earnings for January were \$1,602,907 52, making the earnings for the first two months of 1881 \$3,002,907 52. The earnings for the first two months of 1880 were \$2,271,101.

Personal.

—General Grant will make his headquarters at his Long Branch Cottage this summer.

—A. W. Sofer has been promoted to the office of general manager of the Iron Mountain Railroad.

—Wayne MacVeagh, the newly-appointed Attorney-General, has of late years acted as counsel for the Pennsylvania Railroad Company.

—Levi P. Morton has been appointed Minister to France, a position for which he is eminently qualified by his long experience in public life, and his ability as financier and statesman.

—Franklin B. Gowen, President of the Philadelphia and Reading Railroad Company, arrived in New York from Liverpool last week Saturday, and went to Philadelphia the same day.

—The three commissioners who are to represent the United States in the International Monetary Conference at Paris are William M. Evarts, of New York, Allen G. Thurman, of Ohio, and Timothy O. Howe, of Wisconsin.

—Arthur A. Hobart has resigned the position of superintendent of the Boston and Lowell Railroad, and it is said that the vacancy occurring by his resignation will not be filled at present. J. F. Crockett has been appointed master of transportation and repairs.

—Mr. Gaddis has assumed the duties of general manager of the Ogdenburg and Lake Champlain Railroad. He has not yet resigned the position of general manager of Boston and Hoosac Tunnel Railway, and it is said that he will continue to look after the interests of that line until it is transferred to its recent purchasers, the Burt Syndicate.

—The Philadelphia Stock Exchange has elected the following officers: President, George Gilpin; Chairman, Joseph R. Wilkins; Vice-Chairman, Jos. H. Seaver; Secretary and Treasurer, John O. Johnson.

Members of Governing Committee, to serve for three years—Abraham Barker, Wm. J. Morris, D. C. W. Smith, George S. Fox, John Markoe, Jr., Wm. N. Whelen. To serve for two years to fill vacancies, George C. Thomas, Wm. G. Huey. Mr. Wilkins received the high compliment of being re-elected to the responsible position of chairman by a unanimous vote.

—L. B. Boomer, of Chicago, widely known as a bridge-builder and President of the American Bridge Company, died suddenly at the Windsor Hotel, this city, last Sunday. A correspondent of the Evening Post says of Mr. Boomer:—"He went from his native State of Massachusetts, and settled in Chicago about thirty years ago, and from that time on he has been extensively engaged in bridge building in all parts of this country, but chiefly in the Western and Northwestern States. Many of the largest railway bridges spanning the Mississippi, Missouri and other great rivers were built by him. Possessed of a noble, brave, and generous heart, he was ever a kind, loving and sympathizing friend to all who needed friends. Prosperity or adversity made no change in him. The sweetness of his character always remained the same. He loved his fellow men, and in turn he won their love and confidence to a degree far beyond ordinary experiences."

Manufacturing.

—It is announced by cable that the four highest awards for scales at the International Exhibition at Melbourne, Australia, have been awarded to Fairbanks & Co. Last year, at the Sydney Exhibition, they received an award of special distinction, in addition to the leading prize open to general competition.

—The Globe Company, of Boston, are bringing out many inventions of special value for railroad use. It is claimed that a saving of half a ton of coal a day, on each locomotive, can be made by the use of their spark consumer, and that their anthracite waste-consuming patents will reduce the cost for fuel to about one-half the present average.

—The English silicate white paint is very highly recommended, for its cheapness, covering 20 per cent better than white lead, and for its durability, as it is unfailing and does not chalk or crack off. It is especially adapted to freight cars, and is growing very popular for that and kindred purposes, where the merits of paint are put to secure tests. Howard Fleming, 23 Liberty street, is the American agent for this paint. Mr. Fleming is also agent for J. B. White & Bro., manufacturers of the famous English Portland cement.

—A new ferry company has been organized and incorporated by the Legislature of this State called the Brooklyn Ferry Company. The incorporators are Capt. Ambrose Snow, the Pilot Commissioner; Capt. Jeremiah Darling, Benjamin Flint, George W. Roosevelt, Robert Sullivan, Nelson Edwards, E. McLaughlin, and W. C. Bassett. Capt. Snow is the treasurer of the company, and Daniel S. Remson is secretary and counsel. The capital is nominally fixed at \$75,000, with the privilege of increasing it to \$1,000,000. The object is to establish another ferry in the Eastern District, near the foot of Broadway, to some point between Fourteenth and Twenty-third streets.

—At a meeting of the directors of the Memphis and Kansas City Railway Company, at Hopefield, Ark., on the 2d inst., the following officers were elected: President, Louis Hanauer, Memphis; vice-president, John A. Lindsay, Arkansas; secretary, R. F. Patterson, Memphis; treasurer, Henry Boas, Arkansas.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin. Fitchb. & N. Bed:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1913	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							2d Mortgage.....	547,600	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1905	....	Consolidation Bonds.....	252,000	7	"	"	1890	....
Receiver's Cert. of Ala. & Chat.	600,000	8	.....	.....	1882	....	Equipment Notes.....	528,000	7	June & Dec.	"	1893	....
Albany and Susquehanna:							Bonds, nar. by lease to O. Col.	570,000	6	Apr. and Oct.	"	'81-'85	....
1st Mortgage, 1883.....	1,000,000	7	Jan. & July.	New York.	1888	....	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1885.....	1,967,000	7	April & Oct.	"	1885	....	Boston, Concord and Montreal:						
Albany Loan.....	933,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage.....	521,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandria and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1865.....	1,000,000	7	June & Dec.	Philadelphia.	1895	....	Bonds of 1872.....	990,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1893	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	6	January.	Harrisburg.	.....	....	Bonds of 187.....	620,000	5	"	"	1899	....
1st M. E. R. R., guar. by Pa. R. R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,986,800	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage, E. F., 1878.....	150,000	7	April & Oct.	New York.	1893	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashtabula and Pittsburgh:							Boston and Providence:						
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P. W. & B. R. R.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.	16,000 pm	6	F. M. A. & N.	New York.	1905	....	1st Mortgage for \$1,500,000.....	1,203,000	6	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1889.....	7,041,000	7 1/2	Jan. & July.	Boston.	1899	....	General Mortgage.....	550,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	3,110,500	7	April & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold).....	278,500	7	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1882	....
Construction Notes.....	78,000	7	Jan. & July.	"	1881	....	Mort. bonds, ".....	300,000	7	March & Sept.	"	1886	....
Land Income bonds, 1878.....	480,000	8	"	"	'83-'88	....	Mort. bonds, ".....	2,854,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1880	1,186,900	5	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern:							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.	412,000	7 1/2	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley—							1st Mortgage.....	3,000,000	6 1/2	Jan. and July.	New York.	1896	....
1st Mortgage, gold.....	1,633,000	7 1/2	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,500,000.....	545,500	7 1/2	M. J. S. & D.	Buffalo.	1908	....
1st Mortgage, gold, guar.	1,942,200	7 1/2	"	"	1906	....	Burlington, Cedar Rapids & Norw:						
Kansas City, Top. & Western—							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
1st Mortgage, gold.....	854,000	7	Jan. & July.	Boston.	1905	....	Burl. and Mo. River (C. B. & Q.):						
Income Bonds.....	200,000	.....	.....	.....	.....	....	Land and R. R. Mortgage.....	4,621,250	7	April & Oct.	N. Y. & Bos.	1893	....
Pleasant Hill and De Soto—							Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
1st Mortgage, gold.....	120,000	7 1/2	April & Oct.	Boston.	1907	....	Stock (common) Bonds.....	370,500	8	"	"	1889	....
Florence, El. orado & West—							Bur. & Mo. R. in Neb. (C. B. & Q.):						
1st Mortgage, gold.....	310,000	7 1/2	April & Oct.	Boston.	1907	....	Bonds convertible until 1897.....	600,000	8	Jan. and July.	Boston.	1883	....
New Mexico and So. Pacific—							Consol. Mortgage for \$14,000,000	7,605,000	6	"	"	1918	....
1st Mortgage, gold.....	5,610,000	7 1/2	.....	Boston.	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line:							1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (registered).....	500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
1st Mortgage pr. ferred.....	4,260,000	7	Jan. & July.	"	1907	....	Cairo, Ark. & T. (St. L., I. M. & S.):						
Atlantic, Miss. and Ohio:							1st Mort., gold (Coup. or Reg.)	1,450,000	7 1/2	June and Dec.	New York.	1897	....
1st Mort. consol. for \$15,000,000.	5,476,000	7 1/2	April & Oct.	New York.	1901	....	Cairo & Fulton (St. L., I. M. & S.):						
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	.....	.....	....	1st Mort. (R. R. and Land).....	7,948,000	7 1/2	Jan. & July.	New York.	1891	....
Norfolk and Petersburg:							Cairo and St. Louis:						
1st Mortgage, extended.....	304,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended.....	167,000	7	"	"	1887	....	California Pacific:						
2d Mortgage.....	458,000	8	"	"	1893	....	1st Mortgage, gold.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
South Side:							2d Mortgage, end. by Gen. Pac.	1,600,000	6 1/2	"	"	1891	....
1st preferred bonds.....	654,000	8	Jan. & July.	New York.	'84-'90	....	3d Mortgage, guar. by Gen. Pac.	2,000,000	6	"	"	1905	....
2d preferred bonds.....	621,000	8	"	"	'84-'90	....	3d Mortgage, guar. by Gen. Pac.	1,000,000	3	"	"	1905	....
3d preferred bonds.....	452,500	8	"	"	'96-'90	....	Camden & Amboy (U. S. of N. J.):						
Virginia and Tennessee:							Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage.....	993,000	6	Jan. & July.	New York.	1884	....	Loan of 1889.....	865,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage.....	98,900	8	"	"	1900	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates.....	84,000	8	"	Lynchburg.	1875	....	Camden and Atlantic:						
Funded Int. est.....	228,900	8	"	New York.	1880	....	1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1893	....
Atlantic and Pacific:							2d Mortgage.....	497,000	6	April & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000...	25,000 pm	6 1/2	Jan. & July.	N. Y. or Bos.	1910	....	Camden and Burlington County:						
Income Bds., non-cumulative...	18,750 pm	6	April & Oct.	.....	1910	....	1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:						
2d Mortgage (sterling, of 1864)...	1,500,000	6 1/2	April & Oct.	London.	1881	....	New Mort., (\$14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
3d Mortgage (sterling, of 1871)...	712,000	6 1/2	May & Nov.	"	1881	....	1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1923	....
Bed Eagle Valley:							2d Mortgage—Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
General Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1910	....	Catawissa:						
Baltimore and Ohio:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1855-'55.....	1,710,000	6	April & Oct.	Baltimore.	1885	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	....
Loan of 1855-'90 (Balt.) akg. fd.	2,833,520	6	Jan. & July.	.....	1890	....	Obstet. Mortgage.....	209,350	5	May & Nov.	"	'83-'89	....
Loan of 1870-'95 (etc.) akg. fund.	2,882,986	6	March & Sept.	London.	1895	....	Cedar Falls and Minnesota:						
Loan of 1872-1902 (etc.) S. F.....	5,507,352	6 1/2	"	"	1902	....	1st Mort. (U. F. to Waverly)...	198,000	7	April & Oct.	New York.	1884	....
Loan of 1874-1910 (etc.) S. F.....	9,107,547	6 1/2	May & Nov.	"	1910	....	1st Mort. (W. to Minn. Line)...	1,384,000	7	Jan. & July.	"	1907	....
Sterling Debentures.....	988,000	6	Jan. & July.	"	1881	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Purchase of Connelleville R. R.	800,000	6	"	Baltimore.	'81-'00	....	1st Mortgage, 1861, (70 miles)...	700,000	7	Feb. & Aug.	New York.	1891	....
Ster. Loan, lien on Chl. line bds.	7,744,000	5	June & Dec.	London.	1927	....	1st Mortgage, 1863, (68 miles)...	532,000	7	"	"	1894	....
Parkersburg Branch Bonds...	3,000,000	6	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1866, (146 miles)...	2,332,000	7	May and Nov.	"	1916	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	Central Branch Union Pacific:						
Bonds to State of Maryland.....	366,000	6	"	"	1885	....	1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	....
Baltimore and Potomac:							2d Mortgage Govern't security.	1,000,000	6	J. n. & July.	U. S. Treas.	'96-'98	....
1st Mort. (Tunnel) gold, S. F.....	1,500,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	....	Funded Interest Bonds.....	610,000	7 1/2	May & Nov.	New York.	.....	....
1st Mortgage (R. R.) gold, S. F.....	3,000,000	6 1/2	April & Oct.	Philadelphia.	1911	....	Central of Georgia:						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	5*	Jan. & July.	New York.	'98-'99	....	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
State Aid B'ds (Int. by State) gold.	1,500,000	7*	"	"	1884	....	General Consol. Gold Bonds	12,343,000	7*	June & Dec.	"	1902	....
2d Mort. (Governm't Subsidy).	2,885,000	7	"	"	'98-'99	....	Sinking Fund Bonds of 1879	9,140,000	6-8	Apr. and Oct.	"	1923	....
1st Mort. (Western Pacific) gold.	2,618,000	6*	"	"	1899	....	1st Mort. ext. (Gal. & Chi. U.)...	1,082,000	7	Feb. & Aug.	"	1892	....
Government Lien (West. Pac.).	1,970,166	6*	"	"	1899	....	1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	"	1898	....
1st Mort. (Calif. & Oregon) gold.	8,000,000	6*	"	"	'98-'99	....	1st Mortgage gr. (Iowa Midland)	1,250,000	8	April & Oct.	"	1900	....
1st Mort. (S. Fr., Okla. & Ala.)...	887,000	8	"	"	1900	....	1st Mort. (Northwestern Union)	8,500,000	7*	March & Sept.	"	1917	....
1st Mort. (San Joaquin V.D.) gold.	6,050,000	6*	April & Oct.	"	1900	....	1st Mort. (Minnesota Valley)...	150,000	7	April & Oct.	"	1908	....
Land bonds (Gen. Pacific) gold.	6,830,000	6*	"	"	1890	....	1st Mort. (Rock. and Nor. Mo.)...	200,000	7	March & Sept.	"	1908	....
Income bonds, Sinking Fund ..	3,285,000	8	May & Nov.	"	1888	....	1st Mort. (Plainview Railroad)...	100,000	7	"	"	1909	....
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1888	....	1st Mortgage, guar.....	2,910,000	7	Jan. & July.	New York.	1887	....
2d Mort., Consol. (") ..	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage, guar.....	1,610,000	7	May & Nov.	"	1907	....
Equipment Mort. (") ..	1,500,000	8	May & Nov.	"	'76-'79	....	Extension Mortgage Bonds ..	4,258,000	7*	June & Dec.	"	1916	....
Income and Extension Bonds ..	1,508,900	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stans., Sh. & Ch.)...	444,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage.....	750,000	8	April & Oct.	"	1891	....
1st Mortgage.....	1,807,500	7	Jan. & July.	New York.	1893	....	Chicago, Rock Island and Pacific:						
2d Mortgage.....	500,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$13,000,000....	3,498,000	7	May & Nov.	New York.	1897	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$5,000,000....	7,245,000	6	June & Dec.	"	1907	....
1st Mortgage.....	300,900	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & St. Nor.—						
Chesapeake and Ohio:							1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....	2d mortgage.....	1,500,000	8	April & Oct.	"	1890	....
1st Mortgage gold "A".....	2,000,000	6*	April & Oct.	"	1905	....	Mississippi Central—						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	"	1908	....	1st Mortgage.....	845,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage Income.....	10,000,000	6	Jan. & July.	"	1913	....	2d Mortgage.....	1,990,000	8	Feb. & Aug.	"	1898	....
Virginia Central Mort. Coupon..	918,000	6	"	"	1884	....	Chl. & Southwestern (C. R. I. & Pac.):						
Coeur d'Alene:							1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Coupon bonds (no Mort.).....	806,900	8	Jan. & July.	Boston.	'80-'98	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$80,000,000.	7,600,000	6	June & Dec.	New York.	1900	....
1st Mortgage.....	2,383,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.—						
1st Mortgage, Income.....	1,000,000	7	April & Oct.	"	1898	....	1st Mortgage, gold.....	2,800,000	6*	May & Nov.	New York.	1918	....
Consol. Bonds (\$200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....	2d Mortgage, land grant.....	2,018,000	6*	"	"	1898	....
Sinking Fund Gold Bonds.....	3,000,000	6*	May & Nov.	New York.	1908	....	St. Paul, Stillw'r & Tay. Falls—						
1st Mort. (St. L. J. & C.) assumed	584,000	7	April & Oct.	"	1894	....	1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. (") ..	188,000	7	Jan. & July.	"	1898	....	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
Trust Mortgage, s'kg 1'd Income.	3,711,000	8	Jan. & July.	New York.	1883	....	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1890	....
Trust Mortgage (Burl. to Peoria)	853,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	741,000	6*	Jan. & July.	Frankfort.	1890	....	1st Mortgage.....	477,000	6	March & Sept.	Boston.	1899	....
S. F. Mortgage (Iowa Division)	800,000	5	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain 5 per cent bonds.....	2,356,000	5	"	Boston.	1901	....	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1875, Sinking Fund....	394,000	8	June & Dec.	"	1896	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds.....	838,470	7	Jan. & July.	"	1896	....	2d Mortgage of 1885.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. Mortgage for \$30,000,000.	13,695,000	7	"	New York.	1903	....	Consol. S. F. M. for \$3,000,000..	1,224,000	7	April & Oct.	"	1906	....
Chicago and Canada Southern:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	3,541,250	7*	April & Oct.	New York.	1902	....	1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago, Cincinnati and Louisv.:							Chic. & Ind. (C., L. St. L. & O.):						
1st Mortgage.....	1,090,000	7	Jan. & July.	New York.	1887	....	2d Mortgage, guar.....	499,000	7	June & Dec.	New York.	1892	....
Chicago, Cin. Dub. and Minn.:							1st Mortgage, guar.....	1,646,800	7	Jan. and July.	"	'82-'92	....
1st Mortgage.....	5,000,000	8	Jan & July.	New York.	1920	....	Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, old.....	400,000	7	Feb. & Aug.	"	1884	....	1st Mortgage, 1880, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
Chicago, Det. and Ja. G'd June:							1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	"	1897	....
1st Mortgage.....	1,025,000	8	June & Dec.	London.	....	....	Equipment Bonds, reg. (do.)....	167,000	10	March & Sept.	"	1883	....
Chicago and Eastern Illinois:							1st Mort. (Indianap. & Cin.) '55	1,600,000	7	April & Oct.	"	1888	....
1st Mortgage, Sinking Fund.....	2,925,000	6	June & Dec.	New York.	1907	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
2d Mort., Income, (non-cum.)....	714,329	7	December.	"	1907	....	2d Mort. (") guar.....	1,545,000	7	Jan. & July.	"	'82-'92	....
Chicago and Grand Trunk:							1st Mort. (Cin., Laf. and Chi.)...	1,120,000	7*	March & Sept.	"	1901	....
1st Mortgage, Sterling.....	6,000,000	6*	Jan. & July.	London.	1900	....	Cin., Laf. & Chi. (C., L. St. L. & O.):						
2d Mortgage Income.....	4,000,000	7	September.	New York.	1900	....	1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Chicago and Iowa:							Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Iowa and Nebraska:							Cincinnati, Richmond & Chicago:						
2d Mort. (now 1st).....	563,200	7	Jan. & July.	Boston.	1883	....	1st Mortgage guar. by C. H. & D.	860,000	7	Jan. and July.	New York.	1895	....
2d Mort. (now 2d).....	211,500	7	Feb. & Aug.	New York.	1892	....	2d Mortgage.....	66,000	7	"	"	1899	....
Chicago and Milwaukee:							Cinc., Rich. & Ft. Wayne (G. R. & L.):						
1st Mort., guar. by C. and N. W.	1,700,000	7	Jan. & July.	New York.	1888	....	1st Mortgage, gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Chicago, Milwaukee and St. Paul:							Cin. Rockport and Southwestern:						
Consol. Mort. for \$35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....	1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1903	....
2d Mortgage.....	496,000	7	April & Oct.	"	1884	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (La Crosse Division)	6,000,000	7	Jan & July.	"	1893	....	2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (Chic. and Mil. Div.)...	2,500,000	7	"	"	1908	....	1st Mort. (San. Day. & Cin.)...	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Iowa & Dakota Ext.)...	3,500,000	7	"	"	1908	....	1st Mort. (San. City and Ind.)...	360,000	7	March & Sept.	"	1897	....
1st Mort. (Iowa and Minn. Div.)...	3,810,000	7	"	"	1897	....	Cincinnati and Springfield:						
1st Mort. (Minnesota Central)...	183,000	7	"	"	1894	....	1st Mort. (guar. by U. C. O. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
1st Mort. (St. Paul Division)...	4,000,000	7*	"	"	1902	....	2d Mortgage.....	651,000	7	Jan. and July.	"	1902	....
1st Mort. (Iowa and Dak. Div.)...	877,000	7	Feb. & Aug.	"	1899	....	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.)...	3,674,000	8	"	"	1898	....	1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
2d Mort. (") ..	1,315,000	7.5	Jan. & July.	"	1898	....	1st Mort. (C., C. and O. R. R.)...	128,000	7	June and Dec.	"	'76-'79	....
1st Mort. (Hast. and Dak. Div.)...	160,000	7	"	"	1902	....	1st Mort. (Bell. and Ind. R.R.)...	408,000	7	Jan. & July.	"	1899	....
1st Mort. (Mil. and Western)...	219,000	7	"	"	1891	....	Consol. Mortgage for \$7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
1													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.							When.	Where.		
Celebrookdale:		\$						Dubuque and Dakota:	\$						
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898			1st Mortgage, gold, guar.....	450,000	6	Jan. & July.	New York.	1919		
Colorado Central:								Dubuque Southwestern:							
1st Mortgage, new.....	2,526,000	7	June & Dec.	Boston.	...			1st Mortgage.....	450,000	7	April & Oct.	New York.	1883		
Columbia and Port Deposit:								1st Mortgage, preferred.....	81,500	7	Jan. & July.	"	1882		
1st Mortgage.....	1,003,000	7	Feb. & Aug.	Philadelphia.	1892			Dunkirk, Allegheny Val. & Pittab:							
Columbus, Chicago & Ind. Cent.:								1st Mortgage (gold).....	2,000,000	7	June & Dec.	New York.	1890		
1st Mortgage Consol. skg fund...	10,478,000	7	April & Oct.	New York.	1908			2d Mortgage.....	1,000,000	7	April & Oct.	"	1890		
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	"	...			3d Mortgage.....	200,000	7	"	"	1890		
Income convertible.....	9,995,000	7	"	"	1890			East Broad Top:							
1st Mort. (Chic. and St. Eastern)	224,000	7	April & Oct.	"	'90-'95			1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903		
2d Mort. ("")	23,200	7	Jan. & July.	"	"			East Pennsylvania (Ph. & Va.):							
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	"	'95-'99			1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888		
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904			East Tennessee, Virginia & Ga.:							
2d Mort. ("")	821,000	7	May & Nov.	"	1904			1st Mort., skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900		
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July.	"	1883			2d Mortgage.....	100,000	4	"	"	'82-'87		
1st Mort. (Col. Logan's Pt. & Bur.)	510,500	7	Feb. & Aug.	"	1884			Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1884		
Income ("")	67,545	7	"	"	1905			Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886		
1st Mort. (Union & Logan's Pt.)	715,000	7	April & Oct.	"	1905			Company Bonds ("")	634,000	6	"	"	'80-'85		
Union Trust Co. Certificates.....	1,500,000							Eastern (Mass.):							
Columbus and Hocking Valley:								1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896		
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897			Certificates of Indebtedness.....	13,898,420	4 1/2	"	Bost. & Lond.	1906		
1st M. Logan & Stratsville Br.	300,000	7	Jan. & July.	"	1880			Eastern Shore (Md.):							
2d Mortgage.....	730,000	7	"	"	1892			1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900		
Columbus, Springfield and Cin.:								Equipment Bonds							
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901			Elizabethtown, Lex. & Big Sandy:	118,000	7	F. M. A. & N.	1885			
Columbus and Toledo:								1st Mortgage, gold.....	1,200,000	6 1/2	March & Sept.	New York.	1902		
1st Mortgage for \$2,500,000.....	2,468,000	7	Feb. & Aug.	New York.	1905			Elmira and Williamsport (N. Cen.):							
Columbus and Xenia:								1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910		
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890			Income Mortgage guaranteed.....	570,000	5	April & Oct.	"	1882		
Concord and Claremont:								Erie-See N.Y., Lake E. & West							
1st Mortgage.....	500,000	7		Concord, N.H.	1894			Erie and Pittsburgh (Penn. Co.):							
Connecticut Central:								1st Mortgage.....	290,700	7	Jan. & July.	New York.	1882		
1st Mortgage for \$400,000.....	325,000	7	April & Oct.	1895				2d Mortgage.....	92,300	7	April & Oct.	"	1890		
Connecticut and Passumpsic Riv.:								Consolidated Mortgage.....	2,194,000	7	Jan. & July.	"	1896		
New Mortgage for \$1,500,000....	1,459,500	7	April & Oct.	Boston.	1893			Equipment Mortgage.....	685,000	7	April & Oct.	"	1890		
Coupon Notes.....	123,000	7	June & Dec.	"	1881			European & N. American (Me.):							
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1890			1st Mort. (Bangor City Bonds)...	1,000,000	6	Jan. & July.	Boston.	1894		
Connecticut Western:								Kavanaugh and Terre Haute:							
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900			1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887		
Connecting (Philadelphia):								1st Mortgage (109 m.)	611,000	7	May & Nov.	"	1887		
1st Mort. A., B., C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04			Consolidated Mort. for \$1,500,000	255,000	6	Jan. & July.	"	1910		
Corning, Cowanesque & Antrim:								Kavanaugh, Terre Haute & Chi.							
1st Mortgage.....	450,000	7	Jan. & July.	1885				1st Mortgage, gold.....	775,000	6 1/2	May & Nov.	New York.	1900		
Cumberland & Penn. (Consol. Coal):								2d Mortgage, gold.....	325,000	6 1/2	Jan. & July.	"	1903		
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891			Bonds of 1874.....	500,000	6	April & Oct.	Boston.	1894		
2d Mortgage, sinking fund.....	694,000	6	May & Nov.	"	1888			Bonds of 1877.....	500,000	6	"	"	1897		
Cumberland Valley:								Bonds of 1879.....	500,000	6	"	"	1899		
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904			Flint and Pere Marquette:							
2d Mortgage, sinking fund.....	109,500	8	"	"	1903			1st Mort. Land Gr. (3d series)...	1,732,000	8	March & Sept.	New York.	1888		
Plain bonds.....	81,900	6	"	"	1884			Flint & Holly S. F. (\$25,000 p.y.)	300,500	10	May & Nov.	"	1883		
Danbury and Norwalk.								1st Mort. (Bay C. & Sag. guar.	100,000	10	Jan. & July.	Newark.	1882		
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890			Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887		
2d Mortgage.....	200,000	7	"	"	1892			1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	"	1901		
Consolidated Mortgage.....	100,000	6	"	"	1920			Reorgan'n bds (redeem. at will).		6	"	"	1910		
Dayton and Michigan (C.H. & D.):								Florida Central:							
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881			1st Mortgage, gold coupon.....	300,000	7 1/2	Jan. & July.	New York.	1907		
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1887			Flushing, North Shore and Cent.							
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888			1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889		
Toledo Depot bonds guar.....	106,500	7	March & Sept.	"	'81-'84			2d Mort. ("")	400,000	7	"	"	1900		
Dayton and Union:								1st Mort. (Cent. R. R. Exten.)	200,000	7	"	"	1903		
1st Mortgage.....	90,000	7		1879				Fonda, Johnston & Gloversville:							
2d Mortgage.....	185,000	7		1879				1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900		
Income Bonds.....	252,445	7		1879				Fort Madison and Northwestern:							
Dayton and Western (L. M. R.R.):								1st Mortgage, gold.....	700,000	7 1/2	April & Oct.	New York.	1905		
1st Mortgage (assumed).....	495,000	6 1/2	Jan. & July.	New York.	1905			Fort Wayne, Muncie & Cin.:							
Delaware (P. W. and Balt.):								1st Mortgage.....	1,800,000	7 1/2	April & Oct.	Boston.	1889		
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1886			2d Mortgage.....	500,000	8	"	"	1906		
Delaware and Bound Brook:								Equipment Mortgage.....	345,000	8	Jan. & July.	"	1891		
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905			Framingham and Lowell:							
Delaware, Lackawanna & Western:								1st Mortgage.....	500,000	7	April & Oct.	Boston.	1880		
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881			Frankfort and Kokomo:							
Convertible Bonds.....	600,000	7	June & Dec.	"	1892			1st Mortgage gold.....	200,000	7	Jan. & July.	New York.	1908		
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	"	1907			Fremon't, Elkhorn & Mo. Valley:							
1st M. Ext. (Lack. & Bloomsburg)	370,000	7	"	1885				1st Mortgage.....	690,000	7	April & Oct.	New York.	1901		
Denver Pacific (Union Pacific):								Income Bonds.....	312,000	7	"	"	'10-'99		
1st Mortgage gold, land grant....	527,000	7 1/2	May & Nov.	New York.	1899			Galena & Chic. Union (C. & N.W.):	317,082	7	"	"	1886		
Denver & Rio Grande:								1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882		
1st Mort. gold, skg fund.....	6,382,500	7 1/2	May & Nov.	New York.	1900			Galv., Harrisburg & San Antonio.							
1st Mort. (Ark. Valley Div.)....	1,040,000	7 1/2	"	"	1902			1st Mortgage, gold, land grant...	4,800,000	6 1/2	Feb. & Aug.	New York.	1910		
Consolidated Mortgage.....	8,475,000	7	Jan. & July.	"	1900			2d Mortgage.....	1,000,000	7	June and Dec.	Bost. or Lond.	1895		
Denver, South Park and Pacific:								1st Mortgage.....	1,495,000	7 1/2	Jan. & July.	New York.	1902		
1st Mort. gold sinking fund.....	1,500,000	7	May & Nov.	N.Y. or Lond.	1903			Geneva, Ithaca and Sayre:							
De Moines and Ft. Dodge:								1st Mortgage, skg. fd., guar.....	600,000	7 1/2	Jan. & July.	New York.	1890		
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905			Georgia (and Banking)							
Detroit & Bay City (Mich. Cent.):								Company bonds (debentures)...	425,000	7	Jan. & July.	Augusta	'80-'90		
1st Mort. (\$224,000 guar.).....	2,330,000	8	May & Nov.	New York.	1902			Company bonds (debentures)...	1,156,000	6	"	"	'80-'97		
Detroit, Grand Hav. & Milwaukee:								G. and Rapids & Indiana:							
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918			1st Mortgage L. G. guar. gold...	4,000,000	7 1/2	Jan. & July.	New York.	1899		
2d Mort. ("")	3,600,000	6	"	1918				1st Mort. L. G. not guar. gold...	3,013,000	7 1/2	April & Oct.	"	1899		
D. liar Bonds (Oakland & Ott.)...	44,000	7	May & Nov.	New York.	1882			Income Mortgage bonds.....	987,000	7 1/2	March & Sept.	"	1908		
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	"	1882			G. and River Valley (Mich. C.):							
2d Mort. ("")	100,000	7	Jan. & July.	"	1882			1st Mortgage guar.....	1,000,000	8	Jan. & July.	New York.	1886		
3d Mort. ("")	350,000	8	Feb. & Aug.	"	1888			Grand Rapids, Newago & L. S.:							
Detroit, Lansing and Northern:								1st Mortgage.....	575,000	8	Jan. & July.	New York.	1891		
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907			2d Mortgage.....	200,000	7	June & Dec.	"	1905		
1st Mort. (Iowa and Lansing)...	770,000	8	"	1889				Great Western Railway of 1899:							
2d Mort. ("")	81,000	8	May & Nov.	"	1890			1st Mort., ass'd by W. St. L. & P.	2,466,000	7	Feb. & Aug.	New York	1888		
Detroit, Mon. & Tol. (L.S. & M.S.):								2d Mort.	2,500,000	7	May & Nov.	"	1898		
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1906			Green Bay and Minnesota:							
Dixon, Peoria and Hannibal:								1st Mortgage.....	3,200,000	7 1/2	Feb. & Aug.	New York.	1900		
1st Mort. guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889										
Dubuque and Sioux City:															
1st Mortgage 1st div.....	295,000	7	Jan. & July.	New York.	1883										
1st Mortgage 2d division.....	586,000	7	"	"	1894										

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car.	1,412,971	7	Jan. & July.	Columbia.	'81-'89	...	1st Mortgage.	388,000	7	.....	.....	.....	.....
1st Mortgage not guaranteed.	642,192	7	"	"	'81-'86	...	Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.):							1st Mortgage akg fund guar.	306,000	8	Jan. & July.	New York.	1882	...
1st Mortgage.	788,000	7	May & Nov.	New York.	1890	...	Joliet and Northern Indiana:						
2d Mortgage.	32,000	7	"	"	1892	...	1st Mortgage guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	...
Hannibal & Naples (W. St. L. & P.):							Junction, Philadelphia:						
1st Mortgage.	500,000	7	June & Dec.	New York.	1909	...	1st Mortgage, guaranteed.	465,000	6	Jan. & July.	Philadelphia.	1883	...
Hannibal and St. Joseph:							2d Mortgage not guaranteed.	800,000	6	April & Oct.	"	1906	...
Missouri State Loan.	1,500,000	6	Jan. & July.	New York.	1894	...	Kalamazoo, Allegan & Gr. Rapids:						
Missouri State Loan.	1,500,000	6	"	"	'96-'97	...	1st Mortgage, assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	...
Fifteen years' bonds.	4,000,000	8	Mar. & Sept.	"	1885	...	Kalamazoo and Schoolcraft:						
General Land Mortgage.	442,000	7	Jan. & July.	"	1888	...	1st Mortgage, assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888	...
1st Mortgage (Quincy & Palmyra).	433,000	8	Feb. & Aug.	"	1892	...	Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage (Kansas City & Cam.).	1,200,000	10	Jan. & July.	"	1892	...	1st Mortgage guar. by Leavenworth	840,000	8	May & Nov.	New York.	1889	...
Harrisburg, Port, Mt. Joy & Lan.							2d Mortgage.	70,000	8	"	"	1890	...
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1888	...	Kalamazoo & White Pigeon:						
Harrisburg and Potomac:							1st Mortgage, assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	...
1st Mortgage.	507,300	7	Jan. & July.	Philadelphia.	1904	...	Kansas City and Cameron:						
Holly, Wayne & Monroe (W. & P.):							1st Mortgage, assumed by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1892	...
1st Mortgage, sinking fund.	1,000,000	8	Jan. & July.	New York.	1901	...	Kansas Central:						
Holyoke and Westfield:							1st Mortgage for \$2,400,000.	604,000	7	April & Oct.	New York.	1900	...
1st Mortgage.	280,000	6-7	April & Oct.	New Haven.	'91-'98	...	Kansas City, Burl. & Santa Fe:						
Housatonic:							1st Mortgage.	600,000	8	.....	.....	.....	.....
1st Mortgage.	100,000	7	Feb. & Aug.	New York.	1886	...	New Mortgage.	1,500,000	7	Jan. & July.	New York.	1910	...
2d Mortgage of 1889.	300,000	6	April & Oct.	Bkpt. & Bost.	1899	...	Kansas City, Ft. Scott & Gulf:						
Equipment Bonds of 1873.	150,000	7	.....	Bridgeport.	1883	...	1st Mortgage, L. G., sinking fund.	4,000,000	7	Jan. & July.	Boston.	.....	.....
Houston, East and West Texas:							Mortgage on Branches.	1,325,000	.....	.....	.....	.....	.....
1st Mortgage, gold.	180,000	7	May and Nov.	New York.	1893	...	Kansas City, Lawrence & S.:						
Houston and Texas Central:							1st Mortgage.	2,940,000	4-6	April & Oct.	Boston.	1909	...
1st Mortgage L. G., akg fund, gold.	6,262,000	7	Jan. & July.	New York.	1891	...	1st Mortgage (So. Kansas & West.).	545,000	7	Jan. & July.	"	1910	...
1st Mortgage (L. G. West. Div.).	2,270,000	7	"	"	1891	...	1st Mortgage (Sumner Co. R. R.).	300,000	7	.....	"	1910	...
1st Mortgage (Waco & N. W. Div.).	968,000	7	"	"	1908	...	Kan. City, St. Jo. & Coun. Bluffs:						
Income and Indemnity bonds.	2,500,000	7	May & Nov.	"	1887	...	1st Mortgage (C. B. & St. Jo.).	500,000	7	Jan. & July.	Bost. & N. Y.	1890	...
Consol. Mortgage, L. G. (M. & W. D.).	3,842,000	8	April & Oct.	"	1912	...	1st Mortgage.	4,496,522	7	"	"	1907	...
Consol. Mortgage, L. G. (Waco & N.).	890,000	8	May & Nov.	"	1915	...	Income Bonds.	2,488,174	6	April & Oct.	Boston.	1907	...
Huntingdon and Broad Top Mt.:							Kansas City, St. Louis & Chicago:						
1st Mortgage gold.	416,000	7	April & Oct.	Philadelphia.	1890	...	1st Mortgage.	3,000,000	6	May & Nov.	New York.	1903	...
2d Mortgage, gold.	267,500	7	Feb. & Aug.	"	1895	...	Kan. City, Top. & W. V. (A. T. & S. Fe.)						
Consolidated Mortgage.	1,500,000	7	April & Oct.	"	1895	...	1st Mortgage.	834,000	7	Jan. & July.	Boston.	1906	...
Illinois Central:							Income Bonds.	200,000	.....	.....	.....	.....	.....
Redemption bonds, currency.	2,500,000	6	April & Oct.	New York.	1890	...	Kansas Pacific (Union Pacific):						
Sterling Bonds, \$300,000.	2,500,000	6	"	London.	1895	...	1st Mortgage (1st Div. 145 m.) gold.	2,240,000	6	Feb. & Aug.	New York.	1895	...
Sterling Bonds, \$200,000.	1,000,000	6	June and Dec.	"	1905	...	1st Mortgage (2d Div. 253.94 m.) gold.	4,063,000	6	June & Dec.	"	1895	...
Sterling Bonds, Sinking Fund.	4,200,000	6	April & Oct.	"	1908	...	1st Mortgage (3d Div. 244.60 m. & 3,000,000 a.)	6,379,000	6	May & Nov.	N. Y. L. & F.	1899	...
Six per cent Currency Bonds.	1,600,000	6	Jan. & July.	New York.	1898	...	1st Mortgage (2,000,000 acres) gold.	1,460,000	7	Jan. and July.	"	1890	...
Six per cent Reg. Currency Bds.	200,000	6	Feb. & Aug.	"	.....	...	2d Mortgage.	350,000	7	March & Sept.	New York.	1890	...
Illinois Grand Trunk (C. B. & Q.):							1st Mortgage (Leavenworth Branch).	492,000	7	May & Nov.	"	1890	...
1st Mortgage, guaranteed.	890,500	8	April & Oct.	Boston.	1890	...	2d Mortgage (Gov't Subsidy).	6,308,000	6	Jan. & July.	U. S. Treas.	'95-'97	...
Illinois Midland:							3d Mortgage (Income).	1,124,150	7	March & Sept.	New York.	1910	...
1st Mortgage, gold.	4,175,000	7	Jan. & July.	.....	1905	...	Illinois Central:						
Illinois & So. Iowa (W. St. L. & P.):							1st Mortgage (Ov'gton & Lexington).	792,000	7	March & Sept.	New York.	1892	...
1st Mortgage.	300,000	7	Feb. & Aug.	New York.	1882	...	2d Mortgage.	223,000	7	June & Dec.	"	1886	...
Indiana, Blooming & Western:							Keokuk and Des Moines:						
1st Mortgage, preferred.	600,000	7	Jan. & July.	New York.	1900	...	1st Mortgage, guar. by C. R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	...
1st Mortgage, not preferred.	3,600,000	3-6	April & Oct.	"	1909	...	Knox and Lincoln:						
2d Mortgage.	1,600,000	3-6	Jan. & July.	"	1909	...	1st Mortgage.	2,395,000	6	Various.	Boston.	'80-'92	...
Income Bonds.	1,500,000	8	"	"	1919	...	Knorrville and Ohio:						
Indianapolis, Decatur & Spring:							1st Mortgage.	500,000	7	Jan. & July.	New York.	1909	...
1st Mortgage.	1,700,000	7	April & Oct.	New York.	1906	...	Lake Erie and Western:						
2d Mortgage, Income.	2,819,000	7	Jan. & July.	"	1906	...	1st Mortgage, gold.	1,815,000	6	Feb. & Aug.	New York.	1919	...
Indianapolis, Cinc. & Laf.:							Income Bonds, conv. (non-cum.).	1,485,000	7	August.	"	1899	...
See Cinc., Ind., St. L. & Chic.:							1st Mortgage (Sandusky Ext.).	327,000	6	Jan. & July.	"	.....	.....
Indianapolis and Madison:							Income (Sandusky Extension).	600,000	.....	.....	"	.....	.....
1st Mortgage, assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	...	1st Mortgage (Laf., Bl. & Muncie).	2,500,000	6	May & Nov.	"	1919	...
Indianapolis and St. Louis:							Income ("").	1,000,000	7	Annually.	"	1899	...
1st Mortgage in three series.	2,000,000	7	Various.	New York.	1919	...	Lake Ontario Southern:						
2d Mortgage.	908,000	7	April & Oct.	"	1900	...	1st Mortgage, gold.	1,000,000	6	April & Oct.	New York.	1910	...
Equipment Mortgage.	500,000	8	Jan. & July.	"	1881	...	Lake Shore & Michigan South'n:						
Indianapolis & Vincennes:							Consol. Mortgage, S. F., Reg'd.	6,441,000	7	J. A. J. & O.	New York.	1900	...
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	...	Consol. Mortgage, S. F., Coupon.	10,460,000	7	Jan. & July.	"	1900	...
2d Mortgage guar. by Pa. R. R.	1,460,000	6	May & Nov.	"	1900	...	2d Consol. Mortgage for \$25,000,000.	2,704,000	7	June & Dec.	"	1908	...
International and Gr. Northern:							Bonds of 1892 (Reg. & Coupon).	1,368,000	7	April & Oct.	"	1892	...
1st Mortgage (purchase money) gold.	6,024,000	6	May & Nov.	New York.	1919	...	Lake Shore Dividend Bonds.	920,000	7	"	"	1892	...
2d Mortgage (purchase money).	4,724,000	8	Mar. & Sept.	"	1900	...	1st Mortgage (Clev., Palm. & Ash.).	5,285,000	7	May & Nov.	"	1892	...
Ionia and Lansing (D. L. & N.):							1st Mortgage (Mich. P. & Nor. Ind.).	1,695,000	7	Jan. & July.	"	1895	...
1st Mortgage.	770,000	8	Jan. & July.	Boston.	1880	...	2d Mortgage (Cleveland & Toledo).	849,000	7	April & Oct.	"	1895	...
2d Mortgage.	81,000	8	May & Nov.	"	1886	...	Mort. Bonds (Buffalo & St. L.).	200,000	7	Jan. & July.	"	1892	...
Iowa Falls and Sioux City:							Mort. Bonds ("").	300,000	7	March & Sept.	"	1896	...
1st Mortgage.	2,947,000	7	April & Oct.	New York.	1917	...	Mort. Bonds (Erie).	2,834,000	7	April & Oct.	"	1896	...
Iowa Midland (C. & N. W.):							1st Mortgage (Det'it, Monroe & Toledo).	924,000	7	Feb. & Aug.	"	1906	...
1st Mortgage, guar.	1,360,000	8	April & Oct.	New York.	1900	...	1st Mortgage (Kalam. & White Pigeon).	400,000	8	Jan. & July.	"	1890	...
Iowa & Min. ex. (C. M. & St. P.):							1st Mortgage (School. & Three Rivers).	100,000	8	"	"	1887	...
1st Mortgage.	3,810,000	7	Jan. & July.	New York.	1897	...	1st Mortgage (Kalam. & Schoolcraft).	100,000	8	"	"	1887	...
Ithaca, Auburn and Western:							1st Mortgage (Kal. Allegan & Gr. Rap.).	840,000	8	"	"	1888	...
1st Mortgage, Income.	498,000	7	Jan. & July.	New York.	1907	...	1st Mortgage (Jamestown & Franklin).	397,000	7	"	"	1894	...
Jackson, Lans. & Sag. (Mich. Cen.):							2d Mortgage ("").	500,000	7	June & Dec.	"	1894	...
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	...	Lawrence (P. Ft. W. & Chi.):						
1st Mortgage (Northern Ext.) guar.	514,000	8	May & Nov.	"	1890	...	1st Mortgage, guaranteed.	308,000	7	Feb. & Aug.	New York.	1896	...
Consolidated Mortgage.	1,943,000	8	March & Sept.	"	1891	...	Leavenworth, Atch. & N. West'n:						
Jacksonville, Pensac. and Mobile:							1st Mortgage guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	...
State Bonds.	4,000,000	8	Jan. & July.	New York.	1900	...	Lahigh and Lackawanna:						
Jamestown & Frank. (L.S. & M.S.):							1st and 2d Mortgages.	600,000	7	June & Dec.	Philadelphia.	1907	...
1st Mortgage guaranteed.	397,000	7	Jan. & July.	New York.	1897	...	Lahigh Valley:						
2d Mortgage guaranteed.	500,000	7	June & Dec.	"	1894	...	1st Mortgage (coupon & reg.).	5,000,000	6	June & Dec.	Philadelphia.	1898	...
Jefferson (Erie):							2d Mortgage registered.	6,000,000	7	March & Sept.	"	1910	...
1st & 2d Mortgage (Hawley Section).	300,800	7	Jan. & July.	New York.	'87-'89	...	Consol. Mortgage, gold, coup. & reg.	14,304,000	6	June & Dec.	"	1903	...
1st Mortgage (Oarbridge Section).	2,000,000	7	"	"	1889	...	Little Miami:						
Jeffersonville, Madison & Indian:							1st Mortgage.	1,492,000	6	Jan. & July.	Cincinnati.	1883	...
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1908	...	Street Connection Bonds.	475,000	6	Various.	"	1894	...
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	...	Little Rock and Fort Smith:						
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	...	1st Mortgage L. G. sinking fund.	2,660,000	7	Jan. & July.	Boston.	1906	...
Junction and Breakwater:							Little Rock, Miss. Riv. & Texas:						
1st Mortgage.	470,000	6	Jan. & July.	New York.	1890	...	1st Mortgage.	1,250,000	7	Jan. & July.	Boston.	1896	...
2d Mortgage.	250,000	6	Feb. & Aug.	"	1896	...							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.						Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.				
			When.	Where.											When.	Where.						
Little Schuylkill (Phila. & Rdg.):	\$											Milwaukee, Lake Sh. & Western:	\$									
1st Mortgage, Skg. Fd.....	468,000	7	April & Oct.	Philadelphia.	1892	....						1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....			
Long Island:												1st Mort. (North'n Division)...	572,000	7	March & Sept.	"	1909	....			
1st Mortgage (Extension).....	175,000	7	May & Nov.	New York.	1890	....						1st Mort. (Oshkosh Division)...	200,000	7	Feb. & Aug.	"	1909	....			
1st Mortgage (Glen Cove Br.)...	160,000	7	"	"	1884	....						1st Mort. (Wauau Division)...	280,000	7	"	"	1910	....			
1st Mortgage.....	1,121,500	7	"	"	1898	....						1st Mortgage (Equipment).....	179,000	9	June & Dec.	"	1899	....			
2d Mortgage.....	985,772	2	Feb. & Aug.	"	1918	....						Mineral Point:										
Atlantic Ave. Improve. Certif.	114,900	7	"	"	'81-'82	....						Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....			
1st Mort. (Smithtown & Ft. Jett.)	600,000	7	March & Sept.	"	1901	....						Minneapolis & St. Louis:										
1st Mort. (Newtown & Flush.)...	105,800	7	May & Nov.	"	1891	....						1st Mort. (Min. to Merriam) June.	455,000	7	Jan. & July.	New York.	1907	....			
1st Mort. (N. Y. & Rockaway)...	250,000	7	April & Oct.	"	1901	....						1st Mort. (Merriam J. to Al. Lea)	984,000	7	June & Dec.	"	1927	....			
Louisiana & Mo. Riv. (Ch. & Al.):												1st M. (Minn. to White B. L. guar.)	280,000	7	May & Nov.	"	1901	....			
1st Mortgage.....	1,851,000	7	Feb. & Aug.	New York.	1900	....						1st Mort. (Al. L. to Ft. Dodge) gold	1,02,000	7	June & Dec.	"	1909	....			
2d Mortgage.....	900,000	7	May & Nov.	"	1900	....						Mortgage (Southw. Ext.) gold...	12,000 pm	7	"	"	1910	....			
Louisville, Cincin. & Lexington:												Minnesota Valley (C. & N.W.):	150,000	7	April & Oct.	New York.	1908	....			
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....						1st Mortgage.....										
1st Mortgage.....	2,900,000	7	"	"	1897	....						Miss. Cent.-See Chi. St. L. & N.O.:										
New Mortgage for \$1,000,000...	764,700	7	April & Oct.	"	1907	....						Mississippi and Tennessee:										
Louisville and Nashville:												1st Mortgage, Series A.....	976,000	8	April & Oct.	New York.	1902	....			
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1890	....						2d Mortgage, Series B.....	1,601,000	8	Jan. & July.	"	1902	....			
Consol. Mort. S. F. for \$5,000,000	1,070,000	7	April & Oct.	"	1899	....						Missouri, Kansas and Texas:										
2d Mortgage, Gold 10-year.....	2,000,000	7	May & Nov.	"	1883	....						1st Mort. (U. Pac. S. Br.) skg fund	2,816,000	6	Jan. & July.	New York.	1899	....			
1st Mort. (Lebanon Branch).....	88,000	7	"	New York.	'80-'85	....						1st Mort. (Tobacco & Neesho) S.F.	343,000	7	June & Dec.	"	1903	....			
1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	London.	1901	....						Consol. Land Grant, skg fd gold	14,263,000	1	Feb. & Aug.	"	'04-'06	....			
1st Mort. (Memph. & Clarksv. Br.)	2,270,770	6	Feb. & Aug.	"	1902	....						2d Mortgage, Income.....	7,571,553	6	April & Oct.	"	1911	....			
1st Mort. (Scillian Branch).....	1,000,000	7	March & Sept.	New York.	1907	....						Brownville Bridge bonds, guar.	986,000	7	May & Nov.	"	1906	....			
1st Mort. (N. Orleans & Mo.)...	5,000,000	6	Jan. & July.	"	1930	....						Consol. Mort. for \$45,000,000										
Mort. (Evans, Hend. & Nash.)...	1,600,000	6	June & Dec.	"	1919	....						Missouri Pacific:										
Louisville Loan (no mortgage)...	850,000	6	Apr. and Oct.	"	'86-'87	....						1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	....			
Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1886	....						2d Mortgage sinking fund.....	2,578,000	7	Jan. & July.	"	1891	....			
Louisv. Loan (Leb. Br. Extens)	838,000	6	April & Oct.	N. Y. & Louis.	1893	....						8d Mortgage.....	4,500,000	7	May & Nov.	"	1891	....			
Debiture Bonds 1880.....	2,680,000	6	Jan. & July.	New York.	1884	....						St. Louis County Debt.....	700,000	7	Monthly	St. Louis.	1885	....			
Trust Company Certificates.....	492,000	6	April & Oct.	"	1884	....						Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....			
Louisville, New Albany & Chic.:												1st Mort. (Carondelet Branch)	250,000	6	April & Oct.	"	1890	....			
1st Mortgage.....	3,000,000	6	"	"	1897	....						Consol. Mortgage for \$30,000,000	409,000	6	May & Nov.	"	1920	....			
McKean and Buffalo:												1st Mort. (Missouri River R.R.)	409,000	7	Jan. & July.	"	1888	....			
1st Mortgage.....	896,000	7	Jan. & July.	Buffalo.	1905	....						1st Mort. (Leav. Atch. & N.W.)	479,000	7	April & Oct.	"	1889	....			
Macon and Augusta:												1st Mort. (St. L. and Lex.)...	650,000	7	"	"	1894	....			
1st Mortgage end. by Ga. R. R.	800,000	7	Jan. & July.	New York.	1897	....						1st Mort. (Kan. City and East)	245,000	6	Jan. & July.	"	1894	....			
1st Mortgage not endorsed.....	100,000	7	"	"	1887	....						1st M. (St. L. Kan. & Arizona)	1,200,000	7	"	"	1894	....			
Madison & Portage (U. M. & St. P.)												1st Mort. (Lexington & Southern)	1,080,000	7	"	"	1894	....			
1st Mortgage.....	600,000	7	Apr. and Oct.	New York.	1902	....						Mobile and Girard:										
Meloning Coal:												2d Mort., end. by Cent. R.R. of Ga.	200,000	8	Jan. & July.	New York.	1889	....			
1st Mortgage.....	1,480,000	7	Jan. & July.	New York.	1902	....						3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	"	1897	....			
Maine Central:												Mobile and Ohio:										
Consolidated 1st Mortgage.....	3,908,700	7	April & Oct.	Boston.	1912	....						1st Mortgage, issue of 1879...	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....			
\$1,100,000 Loan, tax free.....	750,900	7	Jan. & July.	"	1898	....						First Preferred Debentures.....	5,800,000	7	"	New York.	1914	....			
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....						Second Preferred Debentures...	1,850,000	7	"	"	1891	....			
\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Monthly.	"	'90-'91	....						Third Preferred Debentures...	600,000	7	"	"	1892	....			
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland.	1883	....						Fourth Preferred Debentures...	900,000	7	"	"	1892	....			
Consol. Loan (Port. & Kennebec)	1,168,700	6	"	Boston.	1895	....						Caro Extension.....	600,000	6	Jan. & July.	"	1892	....			
1st Mort. (Leeds & Farington)...	633,000	6	Jan. & July.	"	1901	....						Morris and Essex (D. L. & W.):										
Bath (Androscoogin) Loan.....	428,000	6	J. A. J. & O.	"	1891	....						1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....			
Manhattan Beach:												2d Mortgage guar.....	2,000,000	7	Feb. & Aug.	"	1891	....			
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....						Convertible bonds.....	254,000	7	Jan. & July.	"	1900	....			
2d Mort., conv. (")	300,000	7	"	"	1890	....						Gen'l M. (1st on Bonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	....			
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	"	1890	....						Special Mortgage.....	1,026,000	7	"	"	1915	....			
Marietta and Cincinnati:												Consol. mort. for \$25,000,000 guar	5,050,000	7	June & Dec.	"	1915	....			
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....						Nashua and Lowell:										
1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	....						Bonds for freight depot.....	200,000	6	Feb. and Aug.	Boston.	1892	....			
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1891	....						Nashville, Chattanooga & St. Louis:										
3d Mortgage Dollar.....	3,000,000	7	Jan. and July.	"	1890	....						1st Mort., endorsed by Tenn.	988,000	6	Jan. & July.	New York.	'81-'86	....			
4th Mortgage.....	4,000,000	7	April & Oct.	"	1908	....						2d Mort. (Held by U. S. Gov.)...	1,000,000	4	June and Dec.	"	'81-'91	....			
1st Mort. (Scioto & Hook Val.)...	300,000	7	May & Nov.	"	1896						New Mortgage for \$5,800,000...	4,902,000	7	Jan. & July.	"	1912				
1st Mort. (Balt. Short Line) guar.	750,																					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		
			When.	Where.						When.	Where.				
New York & Canada (D. & H. C.):	\$						Ohio Central:	\$							
1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....	1st Mortgage, gold.....	2,000,000	6*	Jan. & July.	New York.	1920	....	
New York Central & Hudson R.:							Income bonds, non-cum., 1890..	2,000,000	7	"	"	"	1920	....
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1893	....	Terminal Mortgage bonds, 1890.	600,000	6	"	"	"	1930	....
Bonds for R. & N. F. stk. (")	74,500	6	"	"	"	1888	....	Ohio and West Virginia:						
Bonds for R. R. Stocks (")	692,000	6	"	"	"	1883	....	1st Mortgage sinking fund.....	1,854,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate (")	162,000	6	"	"	"	1888	....	Old Colony:						
Bonds of 1884 renewed (")	2,391,300	6	June & Dec.	"	"	1887	....	Plain Bonds.....	1,100,000	6	March & Sept.	Boston.	1890	....
2d Mort. (Hudson River) S. F.	1,428,300	7	"	"	"	1886	Plain Bonds.....	32,000	6	"	"	"	1894
1st Mort., coup. | for \$30,000,000	18,728,000	7	Jan. & July.	"	"	1903	Plain Bonds.....	1,802,000	7	"	"	"	1894
1st Mort., reg. d |	9,733,333	6*	"	"	"	1903	Plain Bonds.....	390,500	7	Various	"	"	1881
1st Mort. Sterling for £2,000,000	9,733,333	6*	"	"	London.	1900	Plain Bonds.....	600,000	6	June & Dec.	"	"	1896
New York City and Northern:								Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	"	1897
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....	Oil Creek (Buffalo, Pittsb. & W.):							
New York Elevated:							1st Mortgage.....	850,000	7	April & Oct.	Philadelphia.	1882	....	
1st Mortgage \$ or £.....	6,500,000	7	Jan. & July.	New York.	1900	....	Omaha and Southwestern:							
New York and Greenwood Lake:							1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1896	....	
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	....	....	Oregon and California:							
2d Mortgage, Income.....	1,900,000	7	March & Sept.	"	....	....	1st Mortgage, gold.....	10,900,000	7*	April & Oct.	Frankfort.	1890	....	
New York and Harlem:							Oregon Central:								
Consol. Mort. for \$12,000,000.....	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage.....	4,395,000	7	Jan. & July.	New York.	1891	....	
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....	2d Mortgage.....	300,000	7	March & Sept.	"	"	1906	....
N. York, Housatonic & Nor.:							Oregon Pacific:								
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....	
New York, Lake Erie & West.):							Oswego and Rome (R. W. & O.):								
1st Mortgage, extended.....	2,492,000	7	May & Nov.	New York.	1897	....	1st Mortgage, guar.....	300,000	7	May & Nov.	New York.	1915	....	
2d Mortgage, convert., extended	2,150,000	7*	March & Sept.	"	1919	....	Income Mortgage.....	203,000	7	Feb. & Aug.	"	"	1891	....
3d Mortgage.....	4,852,000	7	"	"	"	1893	....	Oswego and Syracuse (D. L. & W.):						
4th Mortgage, convertible ext'd.	2,937,000	6*	April & Oct.	"	1920	....	1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	1900-18	....	
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....	Consolidated Mortgage, guar....	338,000	7	March & Sept.	"	"	1907	....
Buffalo Branch, 1st mortgage....	182,000	7	Jan. & July.	"	1891	....	Ottawa, Oswego and Fox River:							
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,078,000	6	Jan. & July.	N. Y. & Bos.	1900	....	
1st Consol Mortgage, gold.....	16,656,000	7*	March & Sept.	N. Y. or Lond.	1920	....	Paducah and Elizabethtown:							
1st Consol. M. Fund. Coup. Bds	3,899,226	7*	"	"	1920	....	1st Mortgage.....	290,394	6	Feb. & Aug.	New York.	1897	....	
New 2d Consol. Mort., gold.....	24,000,000	6*	June & Dec.	"	1909	....	2d Mortgage Income.....	1,141,000	7	April.	"	"	1897	....
New 2d do. funded coupons.....	8,597,400	6*	"	"	1909	....	Painesville and Youngstown:							
Income bonds (non-cumulative)	608,008	6*	"	"	1917	....	1st Mortgage, 1890.....	150,000	7	Jan. & July.	"	"	1910	....
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1890.....	850,200	7	"	"	"	....	
New York and New England:							Panama:								
1st Mort., new for \$10,000,000...	9,998,000	6-7	Jan. & July.	Boston.	1905	....	General Mort., stg. (\$1,000,000).	2,000,000	6*	April & Oct.	London.	1897	....	
New York, N. Haven & Hartford:							Sinking Fund subsidy, gold, 1890	2,000,000	6*	May & Nov.	New York.	1910	....	
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....	Paterson, Newark & N. Y. (Erie):							
New York, Pennsylvania & Ohio:							1st Mortgage, guar.....	500,000	7	"	"	"	....	
Prior Lien Bonds, gold, 1890...	8,000,000	6*	March & Sept.	New York.	1895	....	Pennsylvania:							
1st Mort., gold, Income, 1890...	35,000,000	7*	Jan. & July.	"	1905	....	General Mortgage.....	19,999,700	6	Jan. & July.	Phil. or Lond.	1910	....	
2d Mortgage \$ & £ Income, 1890	14,500,000	6*	May & Nov.	"	1910	....	General Mortgage, registered..	28,991,540	6	April & Oct.	"	"	1910	....
3d Mortgage \$ & £ Income, 1890	30,000,000	6*	"	"	1915	....	Consolidated Mortgage, 1873..	2,000,000	6	M. J. S. & D.	"	"	1906	....
Leased Lines Rental Trust, 1872	5,355,000	6-7	Jan. & July.	"	1902	....	Consolidated Mort. gold, 1879..	5,000,000	6	June & Dec.	"	"	1909	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	"	London.	1903	....	State lien for \$1,500,000, stg. fd.	4,091,875	6	April & Oct.	Philadelphia	1911-10	....	
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)	2,000,000	6*	"	"	"	....	
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....	Pennsylvania Company:							
N. Y. Woodhaven & Rockaway:							Judgment bds (held by Pa. R. R.)	6,400,000	6	"	Philadelphia.	Dem.	....	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	....	Registered bonds.....	3,200,000	6	J. A. J. & O.	"	"	1907	....
Norfolk & Peterb.—See AUM & O:							Bonds gold, guaranteed, 1891..	10,000,000	4*	"	"	"	1921	....
North Carolina:							Pennsylvania & New York (L. V.):								
1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, N.C.	1898	....	1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia	1898	....	
North Missouri (St. L., R. C. & N.):							1st Mortgage guaranteed.....	1,000,000	7	"	"	"	1906	....
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....	Peoria & Bureau Val. (C. R. L. & P.):							
North Pennsylvania:							1st Mortgage guaranteed.....	300,000	6	Feb. & Aug.	New York.	1896	....	
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1898	....	Peoria Decatur and Kvanville:							
2d Mortgage.....	1,900,000	7	May & Nov.	"	1896	....	1st Mortgage, gold, 1890.....	1,237,000	6*	Jan. & July.	New York.	1920	....	
General Mortgage.....	2,669,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1890..	853,000	6	"	"	"	1920	....
Bonds of 1881, secured by stock	1,200,000	6	"	"	"	....	1st Mort. (Evansville Division).	780,000	6	March & Sept.	"	"	1920	....
Northeastern (S. C.):							Income Bonds (do.) non-cum.....	750,000	6	"	"	"	1920	....
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....	Peoria, Pekin and Jacksonville:							
2d Mortgage.....	236,000	8	"	"	1899	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	
Northern (Cal.):							2d Mortgage.....	1,000,000	7	April & Oct.	"	"	1900	....
1st Mortgage.....	2,485,000	6	"	"	1907	....	Perkinston (Phila. and Bdg.):							
Northern Central (Mich.):							1st Mortgage.....	799,600	6	April & Oct.	Philadelphia	1897	....	
1st Mortgage.....	1,525,000	7	"	"	1903	....	Consol. Mort. gold S. F. guar....	1,125,000	6*	June & Dec.	"	"	1913	....
Northern Central:							Peterborough (N. H.):								
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1892.	100,500	6	April & Oct.	Boston.	1897	....	
2d Mortgage S. F. Coupon.....	1,400,000	6	Jan. & July.	Baltimore.	1896	....	Petersburg:							
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (installments)...	500,000	8	Jan. & July.	New York.	1900-08	....	
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage.....	300,000	8	May & Nov.	"	"	1902	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....	Philadelphia and Balt. Central:							
Consol. Gen. Mort. S. F. Coup....	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia	1879	....	
Second Gen'l Mort. coupon "A"	3,000,000	6	"	Baltimore.	1928	....	1st Mortgage (Md. Div.).....	300,000	6	"	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1928	....	2d Mortgage.....	400,000	7	"	"	"	1900	....
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):								
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1898	....	1st Mort. (Bunbury & Erie).....	978,000	7	April & Oct.	Philadelphia	1897	....	
2d Mortgage.....	200,000	7	March & Sept.	"	1899	....	1st Mort. (\$3,000,000 are sterling)	5,000,000	6*	"	Phil. or Lond.	1891	....	
Northern Pacific:							2d Mortgage.....	3,000,000	7	Jan. & July.	Philadelphia	1896	....	
1st Mort., l. g., Mo. Div.....	2,383,895	6	"	New York.	....	....	General Mort. for \$20,000,000..	5,680,000	6*	"	Phil. or Lond.	1920	....	
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	"	1919	....	Receiver's Certificates, 1898							

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," *A. A. A.* (—) across the column signifies "nil," and running *feet* (....) signify "not ascertained."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.										
Property and Assets.			Liabilities.			Operations.				
Companies.			Accounts and Cash.			Railroad Operated.			Transported.	
Rolling Stock.			Stocks.			Surplus Income.			Freight.	
Railroad.			Bonds.			Trains Moved.			Passenger.	
Boiling Stock.			Accounts.			Dividends.			Earnings.	
Cars.			Surplus Income.			Net.			Value of Shares.	
Engines.			Surplus Income.			Gross.			Par.	
Gauge of Track.			Surplus Income.			Net.			P. & S.	
2d Track and Sidings.			Surplus Income.			Net.			P. & S.	
Main Line.			Surplus Income.			Net.			P. & S.	
Branch Line.			Surplus Income.			Net.			P. & S.	
Years ending.			Surplus Income.			Net.			P. & S.	
Dec. 31, 1870	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jan. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Feb. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mar. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Apr. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
May 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jun. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jul. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Aug. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Sep. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Oct. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Nov. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 1, 1871	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jan. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Feb. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mar. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Apr. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
May 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jun. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jul. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Aug. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Sep. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Oct. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Nov. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 1, 1872	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jan. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Feb. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mar. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Apr. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
May 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jun. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jul. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Aug. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Sep. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Oct. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Nov. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 1, 1873	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jan. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Feb. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mar. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Apr. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
May 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jun. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jul. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Aug. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Sep. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Oct. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Nov. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 1, 1874	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jan. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Feb. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mar. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Apr. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
May 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jun. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jul. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Aug. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Sep. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Oct. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Nov. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 1, 1875	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jan. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Feb. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mar. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Apr. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
May 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jun. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jul. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Aug. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Sep. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Oct. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Nov. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 1, 1876	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Jan. 1, 1877	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Feb. 1, 1877	1,000,000	1,000,000	1,000,							

Nov. 23	1870	102.9	228.6	713.4	8.6	478,428	76,904	Philadelphia & Reading	Penn	20,513,059	9,355,546	67,327,546	16,687,138	34,278,176	77,924,781	11,650,579	935,908	896.0	10,302,752	7,908,648	13,925,566	38,108,327	4,119,011	50
Oct. 31	1870	90.3	16.8	144.0	4.8	6	60	1,316 Phila., Wilm. & Baltimore	Penn	12,213,000	5,478,718	3,072,978	11,886,750	3,240,000	645,078	845,078	655,908	896.0	10,302,752	7,908,648	13,925,566	38,108,327	4,119,011	50
Oct. 31	1870	90.3	16.8	144.0	4.8	6	60	408 Phila. and Oyster Bay	Penn	12,213,000	5,478,718	3,072,978	11,886,750	3,240,000	645,078	845,078	655,908	896.0	10,302,752	7,908,648	13,925,566	38,108,327	4,119,011	50
Dec. 31	1870	68.0	2.3	168.9	9.4	109	40	238 Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	829,991	1,699,297	1,447,978	1,247,000	761,156	251,169	251,169	70.3	3,900,515	143,888	2,983,627	1,147,924	80	
Dec. 31	1870	102.3	8.1	168.9	9.4	109	40	332 Pittsburg, Cin. & St. L. (Pa. Co.)	Ohio & Pa.	10,107,354	3,834,910	6,699,497	1,447,978	1,247,000	761,156	251,169	251,169	70.3	3,900,515	143,888	2,983,627	1,147,924	80	
Dec. 31	1870	68.0	2.3	168.9	9.4	109	40	608 Pittb., Ft. W. & Chicago	N. Y. & Pa.	3,819,712	887,000	2,932,712	1,117,708	989,400	1,235,303	204,108	204,108	48.4	8,910,472	771,103	3,739,451	4,023,686	1,492,038	50
Dec. 31	1870	98.0	26.0	134.9	26.0	87	16	246 Pittb., Wheeling and Buff.	N. Y. & Pa.	3,819,712	887,000	2,932,712	1,117,708	989,400	1,235,303	204,108	204,108	48.4	8,910,472	771,103	3,739,451	4,023,686	1,492,038	50
Dec. 31	1870	24.0	1.3	4.9	1.3	4	2	Port Jervis and Kentico	N. Y. & Pa.	1,124,060	312,367	811,693	87,556	1,092,186	264,000	82,480	82,480	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	23.7	10.0	8.6	10.0	8	17	182 Portland and Rochester	N. Y. & Pa.	3,653,605	1,006,000	2,647,605	87,556	1,092,186	264,000	82,480	82,480	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	94.0	6.6	10.0	6.6	6	9	187 Portland and Rochester	N. Y. & Pa.	3,653,605	1,006,000	2,647,605	87,556	1,092,186	264,000	82,480	82,480	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	94.0	6.6	10.0	6.6	6	9	187 Portland and Rochester	N. Y. & Pa.	3,653,605	1,006,000	2,647,605	87,556	1,092,186	264,000	82,480	82,480	130.0	41,927	226,634	621,608	77,169	180,331	40
Dec. 31	1870	112.0	6.6	10.0	6.6	6	9	187 Portland and Rochester	N. Y. & Pa.	3,653,605	1,006,000	2,647,605	87,556	1,092,186	264,000	82,480	82,480	130.0	41,927	226,634	621,608	77,169	180,331	40
Dec. 31	1870	98.0	38.1	10.0	38.1	3	1	60 Potomac, Fred. and Pied.	N. Y. & Pa.	995,447	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	42.7	2.4	8.6	2.4	4	6	Poughkeepsie, Hartford and Boston	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	22.8	3.4	8.6	3.4	8	2	Providence and Springfield	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,920	1,444,920	1,444,920	40,632	401,461	78,646	59,098	59,098	130.0	41,927	226,634	621,608	77,169	180,331	40
Sept. 30	1870	18.9	1.8	8.6	1.8	3	1	Providence and Worcester	N. Y. & Pa.	1,444,														

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 9

	Tu.3	F.4	Sat.5	M.7	Tu.8	W.9
Adams Express.....	130	132	130	132	132	132
Albany and Bnq.....	130	132	130	132	132	132
1st mortgage.....	130	132	130	132	132	132
2d mortgage.....	130	132	130	132	132	132
American Express.....	684	689	684	724	714	724
Atlantic & Pacific Tel. 45	464	464	464	464	464	464
Burl. O.R. & Nor.....	78	744	764	764	764	764
1st mortgage 5s.....	1004	1004	1004	1004	1004	1004
Canada Southern.....	814	82	824	824	82	814
1st mortgage guar.....	1004	1004	1004	1004	1004	1004
Central of N. Jersey.....	1054	1064	1074	1074	1064	1054
1st mortgage 1890.....	117	117	117	1174	117	117
7s, consolidated, ass. 116	117	117	117	1174	117	117
7s, convertible, ass. 116	117	117	117	1174	117	117
7s, Income.....	1024	1024	1024	103	1024	1024
Adjustment.....	1094	1104	1104	1094	1094	1094
Central Pacific.....	86	874	864	864	864	874
6s, gold.....	1124	1124	1124	1124	1124	1124
1st M. (San Joaquin).....	1104	1104	1104	1104	1104	1104
1st M. (Cal. and Or.).....	1044	1044	1044	1044	1044	1044
Land grant 6s.....	1044	1044	1044	1044	1044	1044
Chesapeake and Ohio.....	244	234	244	244	244	244
Chicago and Alton.....	1424	144	1424	144	1424	1424
Preferred.....	1424	144	1424	144	1424	1424
1st mortgage.....	1424	144	1424	144	1424	1424
Sinking Fund.....	1424	144	1424	144	1424	1424
Chic., Burl. & Quincy 1674	168	168	168	1684	1684	1684
7s Consol. 1903.....	127	127	127	127	127	127
Chic., Mil. and St. Paul 1084	1084	1114	1084	1084	1084	1084
Preferred.....	122	122	122	1254	122	122
1st mortgage, 8s.....	122	122	122	1254	122	122
2d mortgage, 7 3-10s.....	122	122	122	1254	122	122
7s, gold.....	122	122	122	1254	122	122
1st M. (La Crosse div. 1224	1224	1224	1224	1224	1224	1224
1st M. (I. and M. div.).....	1224	1224	1224	1224	1224	1224
1st M. (I. and D. ext.).....	1224	1224	1224	1224	1224	1224
1st M. (H. & D. div.).....	116	116	116	116	116	116
1st M. (C. & M. div.).....	116	116	116	116	116	116
Consolidated 8. F. 1-24	124	124	124	124	124	124
Cinc. & North Western 1234	1234	1244	1234	1234	1234	1234
Preferred.....	138	138	1384	1384	1384	1384
1st mortgage.....	138	138	1384	1384	1384	1384
Sinking Fund 6s.....	109	109	109	109	109	109
Consolidated 7s.....	109	109	109	109	109	109
Consol. Gold bonds.....	1244	1254	1244	1244	1244	1244
Do. reg.....	1254	1254	1254	1254	1254	1254
Chic., Rock Isl. & Pac. 138	136	138	138	136	1264	1384
6s, 1917, c.....	138	138	138	136	1264	1384
Clev., Col. & C. and Ind. 86	89	89	894	86	894	894
1st mortgage.....	86	86	864	86	864	864
Clev. & Pittsburg guar.....	130	1294	130	130	1304	1304
7s, Consolidated.....	125	125	125	125	125	125
4th mortgage.....	125	125	125	125	125	125
Cil., Chil. & Ind. Cent 244	244	244	244	244	244	244
1st mortgage.....	244	244	244	244	244	244
2d mortgage.....	244	244	244	244	244	244
Del. & Hudson Canal 1094	1104	1134	1134	114	114	114
Reg. 7s, 1891.....	1034	1034	1034	1034	1034	1034
Reg. 7s, 1884.....	1034	1034	1034	1034	1034	1034
7s, 1894.....	1034	1034	1034	1034	1034	1034
Del., Lack. & Western 1244	1264	1284	1274	129	129	129
2d mortgage 7s.....	1264	1284	1274	129	129	129
7s, Consol. 1907.....	1264	1284	1274	129	129	129
Eric Railroad.....	127	108	108	108	108	108
1st mortgage.....	127	108	108	108	108	108
3d mort. 5s, ext.....	127	1074	1074	1074	1074	1074
3d mortgage.....	127	1074	1074	1074	1074	1074
4th mort. 5s, ext.....	127	109	109	109	109	109
5th mortgage.....	113	113	113	113	113	113
7s, Consol. gold.....	127	1274	1274	1274	1274	1274
Great Western 1st mort.....	127	1274	1274	1274	1274	1274
3d mortgage.....	127	1274	1274	1274	1274	1274
Hannibal & St. Joseph 55	564	594	574	614	614	574
Preferred.....	1014	1024	1054	1054	1044	1044
8s, Convertible.....	1014	1024	1054	1054	1044	1044
Houston & Tex. Cent. 5s.....	684	125	125	1114	110	110
1st Mortgage.....	110	125	125	1114	110	110
Illinois Central.....	1334	1324	1334	1334	1324	1334
Lake Shore & Mich So. 1204	1274	1284	1274	1274	1274	1274
Consol. 7s.....	1274	1284	1274	1274	1274	1274
Consol. 7s, reg.....	1274	1284	1274	1274	1274	1274
2d Consolidated.....	1274	1284	1274	1274	1274	1274
Leh. & W.B. 7s, Con.....	1274	1284	1274	1274	1274	1274
Long Dock bonds.....	1274	1284	1274	1274	1274	1274
Louisville & Nashville.....	894	884	904	934	934	934
7s Consolidated.....	121	121	121	121	121	121
Manhattan.....	40	414	414	40	404	404
Metropolitan Elevated.....	1214	122	122	122	122	1214
1st Mortgage.....	1054	1064	106	106	1064	1064
Michigan Central.....	1114	1114	1134	1124	1114	1114
7s, 1902.....	1114	1114	1134	1124	1114	1114
M. & N. I. 1st, E.F.....	121	121	1214	1224	122	1214
Morris and Essex.....	121	121	1214	1224	122	1214
1st mortgage.....	121	121	1214	1224	122	1214
2d mortgage.....	1164	1164	1164	1164	1164	1164
7s of 1871.....	1164	1164	1164	1164	1164	1164
7s, Convertible.....	1164	1164	1164	1164	1164	1164
7s, Consolidated.....	1164	1164	1164	1164	1164	1164
N. Y. Cent. & Hud. Riv. 1474	1464	1474	1474	1474	1474	1474
8s, Sinking fund, 1883 1044	1044	1044	1044	1044	1044	1044
8s, Sinking fund, 1887.....	1044	1044	1044	1044	1044	1044
1st mortgage.....	132	132	132	132	132	132
1st mortgage, reg.....	132	132	132	132	132	132
N. Y. Elevated.....	125	1274	1274	1274	1274	1274
1st mortgage.....	125	1274	1274	1274	1274	1274
N. York and Harlem.....	120	1184	1184	1184	1184	1184
Preferred.....	120	1184	1184	1184	1184	1184
1st mortgage.....	120	1184	1184	1184	1184	1184
1st mortgage, reg.....	120	1184	1184	1184	1184	1184

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 9

	Th.3	F.4	Sat.5	M.Y.	Tu.6	W.7
N.Y., Lake Erie & W.	49	491	491	491	491	48
Preferred	891	891	901	891	871	88
2d Consolidated	991	991	100	100	100	991
New 2d S. fund.	95	941	951	951	951	951
N.Y., N. Haven & Hart	1791	1791	1791	1791	1791	1791
North Missouri 1st M.	46	451	45	49	501	491
Northern Pacific	711	72	781	741	741	741
Preferred	431	441	451	441	441	441
Ohio and Mississippi	108	110	110	110	110	110
2d mortgage	108	110	110	110	110	110
Consolidated 7s	108	110	110	110	110	110
Consol. Sinking fund	108	110	110	110	110	110
Pacific Mail S. S. Co.	561	561	561	57	571	581
Pacific R. R. of Mo.	107	107	107	107	107	107
1st mortgage	107	107	107	107	107	107
2d mortgage	107	107	107	107	107	107
Panama	275	275	275	275	275	275
Philadelphia & Reading 671	671	70	68	661	671	671
Pitts., Ft. W. & Chi. gtd	137	137	137	137	137	137
1st mortgage	137	137	137	137	137	137
2d mortgage	137	137	137	137	137	137
3d mortgage	137	137	137	137	137	137
Pullman Palace Car.	140	140	140	140	140	140
Quicksilver Mining Co	151	151	151	15	15	15
Preferred	621	621	621	621	621	61
St. Louis & San Fran.	43	43	43	43	43	43
Preferred	651	651	651	651	651	651
1st Preferred	94	94	94	94	94	94
St. L., Alton and T. H. 42	140	45	431	451	451	451
Preferred	123	125	125	125	125	125
1st mortgage	123	125	125	125	125	125
2d mort. preferred	123	125	125	125	125	125
Income bonds	123	125	125	125	125	125
St. L., Iron Mt. & S. As. 611	62	63	64	63	63	63
1st mortgage	1161	117	117	117	117	117
2d mortgage	1161	117	117	117	117	117
Tol., P. & War. 1st E.D.	118	118	118	118	118	118
1st mort., West. Div.	1181	1221	1221	1221	1221	1221
Union Pacific	1181	1181	1181	1181	1181	1181
1st mortgage	1181	1181	1181	1181	1181	1181
Land Grant 7s	1141	1141	1141	1141	1141	1141
Sinking Fund 8s	1191	120	120	120	120	120
United States Express. 56	571	561	581	571	581	581
Wabash	110	110	110	110	110	110
1st mortgage	110	110	110	110	110	110
2d mortgage	110	110	110	110	110	110
7s, Consolidated	1111	109	109	1101	109	109
St. Louis Division	1111	109	109	109	109	109
Wabash, St. L. & Pac. 451	451	47	461	461	461	461
Preferred	881	901	901	891	891	79
New Mort. 7s	113	1171	118	118	118	118
Wells-Fargo Express.	113	1171	118	118	118	118
Western Pacific bonds	1141	1141	1141	111	111	111
Western Union Tel.	1141	1141	1141	1141	1141	1141
7s, S. F. conv., 1900	1141	1141	1141	1141	1141	1141

Boston Stock Exchange.

Closing Prices for the week ending Mar. 9.

	Th.3	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Atch., Top. and San. Fe. 135.	135	135	135	130	130	120
1st mortgage.....	.....	.....	120	.....	.....	.....
2d mortgage.....	.....	.....	.....	.....	.....	.....
Land Grant 7s.....	.....	.....	.....	.....	.....	.....
Boston and Albany... 164	164	166	160	168	168	.....
7s, reg.....	.....	.....	.....	.....	.....	.....
Boston and Lowell 103	104	.....	104	104	104	.....
Boston and Maine..... 118	148	.....	148	148	148	.....
Boston and Providence.....	156	.....	.....	.....	.....	.....
Boston, Hart. & Eriets 53	58	60	60	58	58	.....
Burl. & Mo. R. L. G. 7s.....	.....	.....	.....	.....	.....	.....
Burl. & Mo. R. In Neb. 114	.....	113	.....	.....	.....	.....
6s, exempt.....	.....	.....	.....	.....	.....	.....
4s.....	166	.....	167	167	166	166
Chl., Burl. and Quincy.....	.....	.....	.....	.....	.....	.....
7s.....	24	23	23	24	26	27
Chl., Sand. & Clew. (\$50)	.....	.....	.....	.....	.....	.....
Concord (\$50).....	.....	.....	.....	.....	.....	.....
Connecticut River.....	.....	.....	.....	.....	.....	.....
Eastern..... 37	38	39	39	39	38	.....
New 4 Bonds..... 106	104	105	.....	105	.....	.....
Fitchburg.....	.....	140	140	140	.....	.....
Kan. C., Top. & West.....	.....	.....	.....	.....	.....	.....
Michigan Central..... 112	.....	.....	.....	.....	.....	.....
N. Y. & New England. 57	57	59	59	57	57	.....
7s.....	118	.....	.....	118	.....	.....
Northern, N. H.....	.....	.....	106	106	.....	.....
Norwich & Worcester..... 159	.....	.....	.....	.....	.....	.....
Ogden & Lake Cham. 31	36	42	40	36	40	.....
Preferred.....	.....	.....	.....	.....	.....	.....
Old Colony..... 128	129	.....	129	.....	.....	.....
Ph., Wil. & Balt. (\$50) 71	73	74	74	77	76	.....
Portl'd, Sac. & Ports.....	.....	.....	.....	.....	.....	.....
Pueblo & Aro. Va.....	.....	.....	.....	.....	.....	.....
7s.....	.....	.....	.....	.....	.....	.....
Pullman Palace Car..... 141	141	.....	140	129	140	.....
Union Pacific..... 119	121	124	124	.....	.....	.....
3s.....	.....	.....	.....	112	123	.....
Land Grant 7s.....	.....	.....	.....	.....	.....	.....
Sinking Fund 8s..... 119	.....	120	120	119	.....	.....
Vermont and Canada.....	.....	.....	.....	.....	.....	.....
Vermont and Mass.....	.....	.....	.....	.....	.....	.....
Worcester & Nashua 61	.....	62	62	61	.....	.....
Cambridge (Horse).....	.....	.....	.....	.....	.....	.....
Metropolitan ( ).....	.....	72	71	.....	73	.....
Middlesex ( ).....	.....	.....	.....	.....	.....	.....
Sa. & Recla Mining Co. 247	247	.....	245	243	.....	.....
Quincy..... 35	35	.....	84	84	84	.....

New York Stock Exchange.

Closing Prices for the week ending Mar. 9

Th.3. F.4. Sat.5. M.7. Tu.8. W.9.

FEDERAL STOCKS:—					
U. S. 4s, 1907, reg.....	112 1/2				112 1/2
U. S. 4s, 1907, coup.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 4 1/2s, 1891, reg.....		111 1/2			110 1/2
U. S. 4 1/2s, 1891, coup.....			111 1/2		
U. S. 5 1/2s, 1881, reg.....			101 1/2		
U. S. 5 1/2s, 1881, coup.....	101				
U. S. 6s, 1891, reg.....	102				
U. S. 6s, 1891, coup.....			102		
U. S. 6s, 1880, reg.....					
U. S. 6s, 1880, coup.....					
Dt. of Col. 3-6 1/2s, reg.....					102 1/2
Dt. of Col. 3-6 1/2s, coup.....	100				100

London Stock Exchange.

—Closing Prices—

Feb. 25.	Feb. 18
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Baltimore and Ohio (sterling).....	116	-118	116	-117
Central of New Jersey \$100 shares.....	110	-112	110	-112
Do. Cons. Mort. Oct.'79 coupon.....	119	-119	119	-121
Do. Adjustment bonds.....	115	-121	115	-120
Do. Income bonds.....	108	-110	108	-110
Det. Gd. Haven & Mil. Equip. bds.....	115	-117	116	-117
Do. Con. M. & p.c. till '84 after 6 p.c.....	111	-113	110	-112
Illinois Central \$100 shares.....	136	-139	138	-140
Lehigh Valley Consol. mortgage.....	116	-118	116	-118
N. Y. Cent. & Hud. Riv. Mt. bonds.....	136	-138	136	-138
Do. \$100 shares.....	162	-163	164	-166
Do. Mort. bonds (avg.).....	120	-122	120	-122
N. Y., Lake Erie & West., \$100 shs.....	50	-51	51	-52
Do. 6 p. c. pref. \$100 shares.....	90	-92	93	-95
Do. 1st Con. Mort. Bonds (Eric).....	129	-131	129	-131
Mort. Funded Coupon bonds.....	120	-128	126	-128
Do. do. 2d do.	103	-104	104	-106
Do. 2d Consol. Mort. bonds.....	99	-101	99	-101
Po. Gd. Income Bonds.....	90	-96	90	-95
N. Y., Penn. & Ohio 1st mor. bds.....	65	-64	65	-66
Do. Prior Lien Bonds (sterling).....	111	-113	111	-113
Pennsylvania, \$50 shares.....	66	-67	67	-68
Do. Con. Sink. Fund Mort.....	120	-122	126	-122
Philadelphia & Reading \$50 shares.....	34	-44	35	-38
General Consol. Mortgage.....	114	-116	114	-116
Do. Improvement Mortgage.....	103	-104	105	-104
Do. Gen. Mort. '74, ex-deferd. con. 96	-98	96	-98	98
Do. Scrip for the 5 def. 1 coupons.....	90	-95	93	-96
Pittsb. Ft W. & Chic. Equip. bds.....	108	-110	108	-110
St. Louis Bridge 1st mort. gold bonds.....	122	-124	122	-124
Do 1st pref. stock.....	84	-85	80	-82
Union Pacific Land Grant 1st mort.....	116	-118	116	-118

American Railroad Journal

Financial and Commercial Review.

THURSDAY EVENING, March 10, 1881.

The quotation for call loans is 5@6 per cent ; the ruling rate on Stocks being 6 per cent.

The posted rates for prime bankers' sterling are 4.80% @ 4.83. The actual rates are 4.79% @ 3/4 and 4.87% @ 4.92. Cab's are 4.81% @ 4.82%. Prime commercial bills are 4.77% @ 4.78.

The offers to sell Government bonds to the Treasurer on Wednesday amounted to \$14,488,850, including 5s at from 100.75 to 101.53 and 6s at from 102 to 102.46. Of the 5s offered \$963,000 were offered at less than 101 and \$2,500,000 at 101.04. The Treasury accepted \$5,000,000 6s at from 102 (\$1200) up to 102.46.

A dividend of 1½ per cent has been declared on the capital stock of the Western Union Telegraph Company and on the certificates of indebtedness issued to holders of American Union and Atlantic and Pacific stock, making a dividend of 1½ per cent on the entire capital stock of \$80,000,000.

The governors of the Stock Exchange have admitted the following additional securities to its list:

New York City and Northern Railroad Company.—General mortgage, \$1,000,000 6 per cent bonds, dated May 1, 1880, and due May 1, 1910. The company's railroad extends from a point in Eighth av., New York City, near One Hundred and Fifty-seventh street, crossing the Harlem River by a double track iron draw-bridge, thence midway between the Hudson River Railroad and the Harlem Railroad, to Brewsters, in Putnam

County, a distance of 52½ miles, forming a junction at that point with the New York and New England Railroad.

Texas and St. Louis Railway Company—stock, amount authorized, \$2,000,000 in shares of \$100 each; amount issued, \$1,520,000; an additional \$450,000 first mortgage bonds, and \$1,520,000 land grant income bonds.

Milwaukee, Lake Shore and Western Railway Company—preferred stock, \$5,000,000 in shares of \$100 each, all of which has been issued. The number of miles now in operation is 246. From Milwaukee north along Lake Michigan to Manitowish and Two Rivers, thence west through Appleton to New London, with a branch to Oshkosh. Thence to Eland Junction in Shawano County, and north toward the State line to the Menominee Iron Range; a branch extending from Eland Junction west to Wausau, in Marathon County.

Flint and Pere Marquette Railroad Company—preferred stock, amount authorized, \$6,500,000, in shares of \$100 each, of which 63,298 shares have been issued and 1,701 shares remain in the hands of the company; also \$5,000,000 6 per cent mortgage bonds dated October 1, 1880, and due October 1, 1920, and bearing 6 per cent interest, payable in gold coin April 1 and October 1 in New York. Of this issue a sufficient sum has been reserved to cover prior mortgages, which amount to \$3,179,000.

The closing quotations on Thursday were: Adams Express, 128@132; American Express, 71½@72½; American District Telegraph, 69¾@70¾; Atlantic and Pacific Telegraph, 47½@48; Canada Southern, 79½@79¾; Chicago and Northwestern, 122@122½; do. pref., 133½@134; Chicago and Alton, —@142; Chicago, Milwaukee and St. Paul, 109½@109¾; do. pref., 120½@121½; Chicago, Rock Island and Pacific, 134@135; Columbus, Chicago and Indiana Central, 28¾@29; Cleveland, Columbus, Cincinnati and Indianapolis, 86@87; Hannibal and St. Joseph, 55½@56; do. pref., 103½@104½; Illinois Central, 132@132½; Lake Erie and Western, 52@55; Lake Shore and Michigan Southern, 125¾@125½; Metropolitan Elevated, 118@119; Manhattan Elevated, 88½@88¾; New York, Lake Erie and Western, 47¾@47¾; New York, Ontario and Western, 86½@86¾; New York Central and Hudson River, 145¼@145¾; Ohio and Mississippi, 42½@42¾; do. pref., 104@107; Panama, 212@228; Pacific Mail, 57@57½; St. Louis, Iron Mountain and Southern, 61½@61¾; St. Louis, Alton and Terre Haute, 42¾@44; do. pref., —@125; Texas and Pacific, 56@56½; Union Pacific, 120¾@121; United States Express, 57½@58½; Wells Fargo Express, 117½@118½; Western Union Telegraph, 116¼@116¾; Wabash, St. Louis and Pacific, 45@45¾; do. pref., 87¾@88.

The following quotations of sales of Railroad and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, ass., 133½; Boston, Hartford and Erie 1st, 66½; Cleve., Col. and Ind. consol., 120; Chicago and Eastern Illinois 1st, 108; Cedar Rapids, Iowa Falls and Northern 1st, 108; Cedar Falls and Minnesota, 25; Chicago, St. Louis and New Orleans, 66; Chesapeake and Ohio 1st pref., 86 do. 2d pref., 27¼; do. 1st, Series B, 82½; do. cur. int., 52;

Chicago, St. Paul, Minneapolis and Omaha, 44½; do. pref., 102½; do. consol., 105; Cincinnati, Sandusky and Cleveland, 55¾; Cincinnati and Springfield 1st, guar. by Lake Shore, 119; Chicago, Milwaukee and St. Paul 8s, 1st, Southern Minn. div., 106½; do. 1st, La C. and D. div., 96½; Central Iowa 1st, 112; Chicago, Burlington and Quincy 8s, 107; Denver and Rio Grande, 105½; do. 1st, 115¾; do. 1st consol., 118½; Galena and Chicago 1st, 101½; Houston and Texas Central 2d, M. L., 126; do. 1st, Western div., 109½; Hudson River 2d S. F., 110; Indianapolis, Decatur and Springfield 1st, 109; do. 2d, 60; International and Gt. Northern, 69; do. 1st, 109½; do. 2d inc., 91; Int'l. Bloom. and Western, 68; do. 1st, 89; do. 2d, 79½; Kansas Pacific 1st consol., 104¾; do. 6s, J. & D., 1896, 111; do. 6s, Denver Div. ass., 108½; Keokuk and Des Moines, 15½; do. 1st, 104½; Louisiana and Missouri River, 80; Lake Erie and Western, 55½; do. inc., 76; do. 1st, 108½; Louisville, New Albany and Chicago, 73; Louisville and Nashville Gen'l mort., 6s, 104½; do. N. O. & M. div., 102; Lake Shore Dividend bonds, 125½; Lehigh and Wilkesbarre inc., 98½; do. consol. ass., 110¾; Manhattan Beach, 34; Minneapolis and St. Louis 1st, 118; Marietta and Cincinnati 1st pref., 12; do. 2d pref., 7¼; Mobile and Ohio, 23½; do. 2d debent., 51; do. 3d debent., 39¾; do. 1st mort., 109½; Missouri, Kansas and Texas, 45; do. consol. ass., 107; do. 2d, 83¾; Memphis and Charleston, 42; Metropolitan Elevated 2d, 98; Missouri Pacific 1st consol., 106½; Nashville, Chattanooga and St. Louis, 90; do. 1st, 117; New York, Ontario and Western, 37¼; Northern Pacific bond certif., 102½; New Jersey Southern 6s, guar., 98½; New York, Pennsylvania and Ohio inc., 67¾; Ohio Central, 32½; do. 1st, 104¼; do. inc., 64½; Oregon Railway and Nav., 183; do. 1st, 107; Peoria, Decatur and Evansville 39¾; do. 1st, 107; Rome, Watertown and Ogdensburg 1st consol., 89; Southern Pacific of California 1st, 103¾; South Pacific 1st, 106½; St. Paul, Minneapolis and Manitoba, 40½; do. 1st, 110; do. 2d pref. inc., 86; St. Paul and Duluth pref., 72; St. Paul and Sioux City 1st, 112; St. Louis and Iron Mt., 1st pref. inc., 93½; do. 2d pref. inc., 85; do. 1st, Arkansas Br. 112; St. Louis and San Francisco 2d, class B, 86¼; do. C, 85; Syracuse, Binghamton and New York 1st, 122; Texas and Pacific, 56¾; do. income L. G., 85; do. Rio Grande div. 97½; Toledo and Wabash Equip., 53; Toledo, Peoria and Western 1st, 118; Utah Southern Gen'l mort., 7s, 109; Wabash, St. Louis and Pacific Gen'l mort., 98; do. Havana div. 1st, 101; Alabama Class A, 72½; Louisiana 7s, consol., 60½; North Carolina consol. 4s, 84½; do. 6s, new, J. & J., 21; Tennessee 6s, new, 60; do. old, 62; Virginia 6s, consol., ex-mat. coupon, 84½; do. 2d series, 89½; American Union Tel., 79; Am. Dist. Tel., 71; Canton Co., 60; Sutro Tunnel, 1½; Colorado Coal and Iron, 55¾; do. 6s, 97¼; Consolidation Coal, 40; Elk Lick, 38½; New Central Coal, 31½; Central Mining, 5½; Excelsior, 6; Little Pittsburgh, 8½; Mariposa, 5; do. pref., 7; Ontario, 36; Standard, 26½; Silver Cliff, 5½; Starmont, 2½.

Boston.—Atlantic and Pacific block, 117; Atchison, Topeka and Santa Fe 8s, land, 120; do.

5s, 1909, 100; do. inc. 8s, 108; Atchison, Colorado and Pacific 6s, 1906, 101½; Boston Land, 11; Boston Water Power, 12; Brookline Land, 6¾; Boston, Revere Beach and Lynn, 120; Burlington and Missouri River in Nebraska, non-exempt, 105¼; Boston, Clinton, Fitchburg and New Bedford, pref., 127¼; Boston and Albany 6s, 1892, 127¼; Chicago and West Michigan, 76; Connecticut and Passumpsic Rivers R. R., 85; Central R. R. of Iowa, 37; Connotton Valley R. R., 28; Denver and Rio Grande 1st, 114; Flint and Pere Marquette, 31½; do. pref., 92¾; Fitchburg 5s, 1899, 106¼; Iowa Falls and Sioux City, 62; Jackson, Lansing and Saginaw 8s, 1891, green, 115½; Kansas City, Fort Scott and Gulf, 83; Kansas City, St. Joseph and Council Bluffs 7s, 118; Kansas City, Lawrence and Southern 4s, 103¾; Little Rock and Ft. Smith, 65½; do. 7s, 112; Louisiana and Missouri River R. R., 81; do. pref., 50; Missouri, Kansas and Texas 1st, 106¾; Massachusetts Central 6s, 99; Mexican Central Block, old, 118; do. new, 105; Marquette, Houghton and Ontonagon 6s, 98¾; New Mexico and Southern Pacific 7s, 117; New York and New England 6s, 106¾; Nashua and Lowell, 145; Ogdensburg and Lake Champlain Inc., 55; do. 6s, 1897, 105½; Old Colony 6s, 1897, 116½; Portsmouth, Gt. Falls, and Conway, 25; Portsmouth and Dover, 105¾; Rutland R. R., 5½; do. pref., 29¾; do. 6s, 75; do. 6s, 99¼; Republican Valley 6s, W. D., 104½; do. deferred, 90; Summit Branch, 28½; Southern Kansas and Western 7s, 110; Toledo, Delphos and Burlington, 11½; do. income, 6s, 1910, 41; Vermont Central 8s, 1902, inc. and ext., 50¼; do. 8s, 1891, guar., 53; do. 7s, 1886, consol., 11¾; Wisconsin Central, 25½; do. 1st series, 76¾; do. 2d series, 60¾; Boston 4s, 1899, 104; do. 5s, 1883, 104¼; do. 6s, 1894, 123¼; Chicago 7s, 1888, 115¼; Detroit 7s, 1892, 119; Massachusetts 5s, 1883, gold, 103¼; do. 1894, 118; Allouez Mining Co., 4; Aztec, 1½; Blue Hill, 5; Brunswick Antimony, 18½; Catalpa, 2¾; Copper Falls, 12½; Contentment, 2¾; Duncan, 3¾; Empire, 97½c.; Franklin, 14; Harsbaw, 12¼; Huron, 4¾; Osceola, 37; Pewabic, 18½; Ridge, 5; Silver Islet, 30; Washington, 67½c.

Philadelphia.—Buffalo, Pittsburg and Western, 20¾; Chesapeake and Delaware Canal 6s, 90; Central Transp., 48; Huntingdon and Broad Top Mt. consol. 7s, 68; Nesquehoning Valley 6s, 57½; Northern Pacific scrip, 71; Philadelphia, Germantown and Norristown R. R., 109; Philadelphia and Reading scrip, 71; do. consol. mort. gold 6s, reg., 118½; Pennsylvania Canal 6s, 98½; Pennsylvania and New York Canal 7s, 120; St. Paul and Duluth pref., 73; Texas and Pacific consol. mort. 6s, 102¾; do. Rio Grande div., 98½; West Jersey R. R., 81; Warren and Franklin 7s, 115; West Jersey and Atlantic 6s, 103½. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@113; Pennsylvania State 6s 2d series, 101@102; do. 3d series, 104¼@105; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 88½@83¼; do. consol. mort. 7s, coup. 123@124; do. reg., 123¼@124; do. mort. 6s, 117@—; do. 7s, 1893, 121¾@122¼; United New Jersey R. R. and Canal, 182½@183; Buffalo, Pittsburg and Western, 20¾

203%; Pittsburgh, Titusville and Buffalo 7s, 94 1/4 @94 1/4; Camden and Amboy mort. 6s, 1889, 116 @116 1/4; Pennsylvania R. R., 66 1/2 @67; do. gen'l mort., coupon, 124 1/4 @125; do. reg., 125 1/4 @126; do. consol. mort. 6s, reg., 110 1/4 @119 1/4; Little Schuylkill R. R., 52 1/4 @52 1/4; Morris Canal pref., 164 @170; Schuylkill Nav., 6 @—; do. pref., 12 1/2 @12 1/2; do. 6s, 1882, 82 @82 1/4; do. 1872, 102 1/4 @103 1/4; Elmira and Williamsport pref., 54 @—; do. 6s, 112 @115; do. 5s, 98 @100; Lehigh Coal and Navigation, 47 1/2 @47 1/2; do. 6s, 1884, 106 1/2 @—; do. R. R. loan, 115 @115 1/2; do. Gold Loan, 111 1/4 @112 1/4; do. consol. 7s, 117 @117 1/2; Northern Pacific, 50 @50 1/4; do. pref., 74 @74 1/2; North Pennsylvania, 60 @60 1/2; do. 6s, 108 @109; do. 7s, 120 @121; do. Gen'l mort. 7s, reg., 120 @122; Philadelphia and Erie, 27 @27 1/2; do. 6s, 102 1/2 @102 1/2; do. 7s, 116 1/2 @117 1/2; Minehill, 58 1/2 @59 1/2; Catawissa, 17 @17 1/4; do. pref., 51 @52 1/4; do. new pref., 51 1/2 @52; do. 7s, 1900, 120 @—; Lehigh Valley 62 1/2 @62 1/2; do. 6s, coupon, 121 @122; do. reg., 122 1/4 @122 1/4; do. 2d mort. 7s, 134 1/2 @135; do. consol. mort., 117 1/4 @118 1/4; Fifth and Sixth streets (horse), 125 @—; Second and Third, 110 @118; Thirteenth and Fifteenth, 73 @75; Spruce and Pine, 55 @56; Green and Coates, 85 @96; Chestnut and Walnut, 100 @—; Hestonville, — @20 1/2; Germantown, 70 @75; Union, 119 @122 1/2; Lombard and South, 11 @18; West Philadelphia, 89 @90; People's, 18 1/2 @18 1/4; Continental, 106 @108.

Baltimore.—Atlanta and Charlotte Inc., 86; Atlantic Coal, 1.20; Baltimore City 6s, 1890, 120 1/4; do. 5s, 1894, 118 1/2; do. 6s, 1916, 122; Charlotte, Columbia and Augusta 2d, 102 1/4; Chesapeake and Ohio Canal 6s, 90; Consolidation Coal, 40 1/2; George's Creek Coal, 100 1/4; Maryland Defense 6s, 107; Philadelphia, Wilmington and Baltimore, 5s, 107; Virginia 10-40 coupons, 94 1/4; Virginia Poelers, 34; Virginia and Tennessee 2d 6s, 103. The latest quotations are: Baltimore and Ohio R. R., 193 @194; do. 6s, 1885, 110 @110 1/2; Baltimore City Passenger R. R., 37 1/4 @38 1/4; Baltimore City 6s, 1886, 112 @113; do. 6s, 1890, 120 @120 1/4; do. 6s, 1900, 122 @—; do. 6s, 1902, 123 @—; do. 5s, 1894, — @118 1/4; do. 5s, 1900, — @120 1/2; do. 5s, 1916, 122 @—; Central Ohio 1st mort., 113 1/2 @114; Consolidation Coal, — @40 1/2; Marietta and Cincinnati 1st 7s, 121 @122; do. 2d 7s, 90 @90 1/4; Northern Central R. R., 49 @49 1/2; do. 5s, 1926, 98 @99; do. 6s, gold, 1904, 118 @—; Pittsburgh and Connellsville 7s, 122 1/2 @126; Virginia Consols, 83 1/4 @83 1/2; do. consol. coupons, 98 1/2 @94; Virginia 10-40 bonds, 52 1/2 @52 1/2; do. 10-40 coupons, 94 1/2 @95.

Pacific Mail Steamship Co.

A decision was rendered by the Supreme Court of the United States at Washington on the 28th of February in the case of the Pacific Mail Steamship Company against the United States, upon appeal from the Court of Claims. This was a suit brought by the Steamship Company to recover the amount of seven quarterly payments upon a contract with the United States under the act of June 1, 1872, for carrying the U. S. mails between San Francisco and China, at an annual compensation of \$500,000. The United States maintained that the steamers used by the com-

pany were not such as were required by the contract. The company insisted in the court below that it should have a judgment for \$541,666 66. The Court of Claims awarded only \$11,666 66, whereupon the company appealed. This court holds that the Pacific Mail Company had the right to use the steamships which it did use in carrying the mails under the contract, and that it is entitled to payment for the trips made by them. The judgment for the Court of Claims is therefore reversed.

Quincy Mining Co.

At the annual meeting of the Quincy Mining Company, held in this city on the 2d inst., a statement was presented showing that the shipment of the season was 4,422,995 lbs. of mineral, which has been smelted at Detroit, and yielded about 83 1/2 per cent, or 3,696,263 lbs. of refined copper.

The product of the mine for the year as prepared for shipment was 4,878,610 lbs. or 2,439 610 2000 tons of mineral of the following description, namely:

Stamp copper.....	4,711,675 lbs.
Mass copper.....	166,935 lbs.
For which has been realized (estimating copper unsold in New York at 18 cents per pound, and at the mine at 15 cents.....)	\$754,406 88
Realized from sales of silver.....	1,237 83
	\$755,694 71

The expenses of the year were:

Running expenses at the mine.....	\$365,659 09
Building and construction account.....	42,414 93
Other expenses.....	73,578 63
	481,652 64

Net profit for the year.....	\$274,042 07
Amount realized from interest account.....	\$9,925 65
The rise in value of the investment in the stock of the company, distributed Sept., 1880, pro rata.....	63,186 39
	73,112 04

\$347,154 11

The last report showed surplus as of date, Jan. 1, 1880 of.....\$455,367 93

Deduct—	
Dividend of Feb. 10, 1880.....	120,000
Value of stock dividend, Sept. 1, 1880.....	100,000
	220,000 00
	235,567 93

Surplus Jan. 1, 1881.....	\$582,722 04
Dividend payable Feb. 15, 1881.....	200,000 00

Leaving a surplus.....\$382,722 04
The surplus after paying dividend of February 10, 1880, was \$335,567 93, showing an increase during the year of \$47,154 11.

According to the report the mine is in splendid condition and the prospects for a large product were never so good as now. If the copper on hand was taken at the market value the surplus would be increased to over four hundred thousand dollars.

The citizens of Mayville, Tuscola County, Michigan, have subscribed \$6,000 toward the

proposed extension of the Port Huron and Marquette railroad to that place.

Minnesota Railroad Bonds.

The Governor of Minnesota has promulgated under date March 3, the following notice to holders of the old Railroad bonds of the State, who are scattered all over the United States.

A bill has passed the Legislature and received the Executive approval providing for the adjustment of the Minnesota State Railroad bonds, on the terms proposed by a majority of the bondholders to the Legislature of the State. The bill provides that the State will pay 50 cents on the dollar of principal and interest of the Minnesota State Railroad bonds and coupons, computed to January 1, 1884, in new adjustment bonds, payable in thirty years, redeemable at the election of the State after ten years, interest at 5 per cent; the first coupon, maturing July 1, 1884, payable in the City of New York, with the election to the State to negotiate new bonds and pay cash instead; all unpaid claims for supplies, etc., not to exceed \$15,000 to be paid 50 per cent on claims proven, and the amounts so paid deducted from the amount of new bonds issued in payment of old bonds issued to the road which ought to have paid such claims; all provided that the tribunal created by the bill, which is to convene on March 23, 1881, shall decide that the constitutional amendment of 1860, prohibiting provision for payment without submission to the people, is void; otherwise the bill to be submitted to the people at the next general election; all holders of Minnesota State railroad bonds to file their bonds on or before March 23, 1881, with the State Auditor, accompanied by an agreement to accept said new bonds in full satisfaction of old ones (describing them by number, etc.) and an agreement under seal releasing the State from all claim by virtue of old bonds. The bill provides for the payment of interest from a tax on the gross earnings of railroads.

Dominion Shipping.

According to the annual Report of the Minister of Marine and Fisheries the total number of vessels on the register books of the Dominion of Canada on the 31st of December, 1880, was 7,377, measuring 1,311,218 tons register tonnage, being a decrease of 94 vessels and 20,870 tons register as compared with 1879. The number of steamers on the registry books on the same date was 918, with a gross tonnage of 190,159 tons and a net tonnage of 120,131 tons. Assuming the average value to be \$30 per ton the value of the registered tonnage of Canada on the 31st December last would be \$39,336,544. The number of new vessels built and registered in the Dominion of Canada during the last year was 271, measuring 65,411 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$2,944,845 for new vessels. The number of vessels and number of tons on the register books of the Dominion on the 31st of December, 1880, was:

	Bailing Ships.	Steamers.
New Brunswick.....	1,097	66
Nova Scotia.....	2,977	66
Quebec.....	1,889	352
Ontario.....	1,042	385
Prince Edward Island.....	288	14
British Columbia.....	63	30
Manitoba.....	21	15
Total.....	7,377	918

The Cincinnati Northern railroad has reached Lebanon.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,500,000	J. & J.	Jan. '81 24	Little Schuylkill 100	2,244,100	J. & J.	Jan. '81 24	Ware River 100	975,000	J. & J.	July '80 31
Ashuelot 100	210,000	quarterly	Oct. '79 14	Louisville & Nashville 100	18,120,000	F. & A.	Feb. '81 3	Warren (N. J.) 100	1,300,000	A. & O.	Apr. '80 3
Atch. Pop. & Santa Fe 100	10,400,000	quarterly	Feb. '81 2	Louisv. N. Alb. & Chi. 100	2,000,000	J. & D.	Dec. '79 3	Warwick Valley 100	225,000	J. & J.	July '80 3
Atlanta and West Point 100	1,232,200	J. & J.	July '80 4	Lowell and Andover 100	500,000	J. & J.	July '80 24	Westchester & Phil. pref. 100	821,300	J. & J.	July '80 2
Atlantic and St. Law. 100	5,000,000	M. & E.	Sept. '80 3	Lowell and Lawrence 100	200,000	A. & O.	Apr. '78 2	West Jersey 100	1,559,750	F. & A.	Nov. '79 2
Augusta and Savannah 100	1,022,000	J. & D.	June '80 24	Lykens Valley 100	300,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon 100	1,458,200	J. & D.	Nov. '79 2
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '78 3	Manchester and Law. 100	1,000,000	M. & N.	Nov. '80 5	Winchester & Potomac 100	180,000	J. & J.	Jan. '81 3
Baltimore and Ohio 100	14,216,000	M. & N.	Nov. '80 5	Marietta & Cincinnati 50	1,408,912	—	—	Winchester & Strasburg 100	600,000	J. & J.	Jan. '81 3
Washington Br. 100	4,569,578	J. & J.	July '80 3	Massachusetts 100	4,400,388	M. & S.	Sep. '66 30	Worcester and Nashua 75	1,789,800	J. & J.	Jan. '81 2
Berkshire 100	1,600,000	A. & O.	Oct. '80 5	Memphis & Charleston 25	8,312,725	J. & D.	Jan. '69 8	HORSE-POWER R. R.			
Boston and Albany 100	20,000,000	quarterly	Mar. '81 2	Metropolitan Elevated 100	6,500,000	quarterly	Jan. '81 24	Albany City 100	110,200	—	—
Bos. Olin, F. & N. Bed. 100	1,237,000	—	—	Michigan Central 100	18,738,204	F. & A.	Feb. '81 4	Baltimore City 100	1,000,000	J. & J.	Jan. '81 5
prof. 100	1,780,100	—	—	Middlesex Central 100	2,135,356	F. & A.	Feb. '81 3	Balt. Cat. & El. Mills 100	121,000	J. & O.	Oct. '80 1
Agricultural Br. Guar. 100	60,000	J. & D.	June '76 8	Mill Creek & Minehill 69	323,375	J. & J.	Jan. '81 6	Boston & Chelsea pref. 50	200,000	J.A.J.O.	Apr. '78 4
Bost. Conc. & Mont. pref. 100	800,000	M. & N.	Nov. '80 3	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	Jan. '81 24	Broadway (Brooklyn) 100	200,000	J.A.J.O.	Apr. '78 4
Boston and Lowell 100	3,250,000	J. & J.	Jan. '81 2	Missouri Pacific 100	35,414,000	quarterly	Jan. '81 1	Broadway & 7th Av. (N.Y.) 100	1,100,000	J.A.J.O.	Apr. '78 4
Boston and Maine 100	9,921,274	M. & N.	Nov. '80 4	Mobile & Montgomery 100	2,794,800	F. & A.	Feb. '80 24	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '79 3
Boston and Providence 100	4,000,000	M. & N.	Nov. '80 4	Morris and Essex 50	16,000,000	J. & J.	Jan. '81 24	Brooklyn City 100	2,000,000	F.M.A.N.	Aug. '79 1
Attleborough Branch 100	131,700	J. & J.	Jan. '81 24	Mt. Carbon & Pt. Carbon 50	232,350	J. & J.	Jan. '81 6	Bushwick (Brooklyn) 100	209,000	J. & J.	July '79 34
Bost. Revere B. & Lynn 100	350,000	J. & J.	Jan. '81 3	Nashua and Lowell 100	800,000	M. & N.	Nov. '80 24	Cambridge 100	908,000	J.A.J.O.	Oct. '80 4
Buffalo, N. Y. and Erie 100	980,000	J. & D.	Dec. '80 31	Nashua and Rochester 100	1,305,800	A. & O.	Oct. '80 1	Cent. Park, N. & E. Riv. 100	1,068,400	J. & J.	Jan. '79 8
Burl. & Mo. Riv. in Neb. 100	8,537,800	quarterly	Feb. '80 2	Nashville and Decatur 100	1,529,000	J. & D.	Dec. '79 3	Citizens' (Phil.) 100	500,000	J. & J.	Jan. '79 10
Camden and Atlantic 50	377,400	quarterly	Apr. '80 31	Nash, Chat. & St. Louis 25	6,576,256	A. & O.	Apr. '80 1	Citizens' (Phg.) 100	200,000	M. & N.	Nov. '77 10
prof. 50	838,311	—	—	Naugatuck 100	2,000,000	J. & J.	Jan. '81 6	Coney Island & Brookl. 100	500,000	A. & O.	Oct. '80 5
Camden & Burl. Co. 100	381,925	J. & J.	Jan. '81 5	Nesquehoning Valley 100	1,000,000	M. & S.	Mar. '81 6	Continental (Phila.) 100	180,000	J. & J.	Jan. '81 6
Crpe May and Millville 100	447,000	Oct. '80 14	Oct. '80 14	N. Haven & Northamp. 100	605,000	quarterly	July '80 24	D. Dock, E. B'w. & Bat. 100	1,200,000	F.M.A.N.	May '79 2
Calatawissa 50	1,150,500	Oct. '80 14	Oct. '80 14	New London Northern 100	1,418,800	quarterly	Oct. '80 14	Eighth Avenue (N.Y.) 100	1,000,000	J. & J.	Jan. '79 6
prof. 50	2,200,000	M. & N.	Nov. '80 31	N.Y. Cen. & Hudson R. 100	80,428,380	quarterly	Apr. '81 2	Elizabeth and Newark 100	200,000	—	—
2d pref. 50	1,000,000	M. & N.	Nov. '80 31	New York and Harlem 100	8,500,000	J. & J.	Jan. '81 4	42nd St. & G. St. Ferry 100	748,000	M. & N.	May '79 6
Dayuga and Susq. 50	689,110	F. & A.	Feb. '81 1	prof. 100	1,500,000	J. & J.	Jan. '81 4	Frankf. & Southw. (Ph.) 50	600,000	A. & O.	Apr. '80 4
Sedar Rapids & Mo. R. 100	6,850,400	F.M.A.N.	Feb. '81 1	New York City Line 100	2,000,000	annually	Apr. '81 3	Germantown (Ph.) 100	1,000,000	J. & J.	July '80 5
prof. 100	769,000	F. & A.	Feb. '81 24	New York & Long Br. 100	2,000,000	—	—	Girard College (Ph.) 50	500,000	J. & J.	July '79 1
Central of Georgia 100	7,500,000	J. & D.	June '80 3	New York Elevated 100	6,500,000	quarterly	Oct. '79 2	Grand St. and Newton 100	170,000	J. & J.	July '79 1
Central of New Jersey 100	18,563,300	J. & J.	Jan. '81 3	N.Y. Lake Erie & West. 100	7,107,700	—	—	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Central Ohio 50	2,425,000	J. & J.	Jan. '81 3	prof. 100	8,148,700	J. & J.	Jan. '81 5	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '79 14
prof. 50	400,000	F. & A.	Feb. '81 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	Jan. '81 5	Highland 100	600,000	J. & J.	Jan. '80 4
Central Pacific 100	54,275,000	quarterly	July '80 14	N. Y. Provid. & Boston 100	3,000,000	quarterly	Feb. '81 2	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '79 24
Chenango 100	380,000	J. & J.	July '80 14	N. Y. Bridge & Canard 100	1,000,000	J. & J.	July '80 3	Lynn and Boston 100	200,000	—	—
Cheshire, preferred 100	2,155,200	M. & S.	Mar. '81 4	North Carolina 100	4,000,000	M. & S.	Mar. '80 8	Malden and Melrose 100	200,000	J. & J.	Jan. '81 4
Chicago and Alton 100	10,065,400	M. & S.	Mar. '81 4	N. Eastern (S. C.) pref. 100	96,000	M. & N.	Nov. '77 4	Metropolitan (Boston) 100	1,500,000	M. & N.	Nov. '80 31
prof. 100	2,425,400	M. & S.	Mar. '81 2	North Pennsylvania 100	4,527,180	quarterly	Feb. '81 14	Middlesex (Boston) 100	550,000	M. & N.	Nov. '80 31
Chicago, Burl. & Quincy 100	81,004,458	A. & O.	Jan. '81 4	Northern Central 100	60,000,000	A. & O.	Jan. '81 2	N. Y., Bay Ridge & Jam. 100	102,540	—	—
Chi. Olin, Dub. & Minn. 100	6,165,000	A. & O.	Jan. '81 4	Northern N. Hampshire 100	2,068,400	J. & D.	Dec. '80 3	Ninth Avenue (N. Y.) 100	797,320	—	—
Chicago, Iowa & Nebraska 100	3,916,200	J. & J.	Jan. '81 4	Northern New Jersey 100	1,000,000	J. & J.	July '77 2	Orange and Newark 100	282,555	—	—
Chi. Mil. and St. Paul 100	15,404,261	A. & O.	Oct. '80 31	Norwich and Worcester 100	2,004,400	J. & J.	Jan. '81 5	People's (Phila.) 100	206,054	—	—
prof. 100	12,279,483	J. & D.	Dec. '80 31	Ogdensb. & L. Champ. 100	3,077,000	J. & J.	July '76 2	Philadelphia City 100	475,000	J. & J.	Jan. '81 5
Chicago & N. Western 100	14,988,267	J. & D.	Dec. '80 31	prof. 100	2,000,000	A. & O.	Apr. '78 4	Philadelphia and Darby 20	209,000	J. & J.	July '77 2
prof. 100	21,525,353	quarterly	Mar. '81 11	Ohio and Mississippi 100	20,000,000	quarterly	Oct. '80 2	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Chicago, R. I. & Pacific 100	30,000,000	quarterly	Feb. '81 11	Old Colony 100	4,030,000	J. & D.	Mar. '75 31	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Chicago & West Mich. 100	6,181,000	F. & A.	Feb. '81 21	Oregon Railway & Nav. 100	4,435,000	quarterly	Feb. '81 2	Ridge Avenue (Ph.) 50	750,000	A. & O.	Apr. '80 14
Chi. Lam. & Dayton 100	3,000,000	A. & O.	Oct. '80 2	Oswego and Syracuse 100	4,920,000	F. & A.	Aug. '81 4	Second Avenue (N.Y.) 100	1,195,500	J.A.J.O.	Apr. '78 2
Chi. Sand. & Cleve. pref. 50	429,037	M. & N.	Nov. '79 4	Panama 100	7,000,000	quarterly	Feb. '81 5	Second & Third St. (Ph.) 40	962,100	quarterly	Jan. '79 3
Clev. Col. Cln. & Ind. 100	14,901,800	F. & A.	Feb. '81 5	Paterson and Hudson 100	632,000	J. & J.	Jan. '81 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Cleveland & Mahoning 50	2,057,560	M. & N.	Nov. '79 4	Paterson and Newark 100	250,000	J. & J.	Jan. '81 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '77 5
Cleveland & Pittsburg 50	11,236,150	quarterly	Dec. '80 2	Paterson and Ramapo 100	248,000	J. & J.	Jan. '81 4	Jomerville (Boston) 100	113,000	M. & N.	Nov. '80 3
Columbus and Xenia 50	1,786,300	M.J.S.D.	Feb. '81 4	Pemb. & Hightstown 50	342,150	J. & J.	Jan. '81 4	South Boston 100	90,000	J. & J.	Jan. '81 4
Colum. & Hooking Val. 100	2,500,000	F. & A.	Nov. '80 6	Pennsylvania 100	68,870,200	M. & N.	Nov. '80 4	Third Avenue (N. Y.) 100	2,000,000	F.M.A.N.	Nov. '80 4
Concord 50	1,500,000	M. & N.	Nov. '80 6	Peoria & Bureau Val. 100	1,200,000	F. & A.	Aug. '80 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '79 4
Concord and Fort. 100	350,000	J. & D.	Feb. '81 2	Philadelphia and Erie 50	6,004,300	J. & J.	Jan. '75 4	23d street (N. Y.) 100	600,000	J. & J.	Jan. '79 4
Concord & Passump Riv. 100	2,175,700	F. & A.	Jan. '81 4	Phil. Ger. & Norristown 100	1,626,250	M.J.S.D.	Mar. '81 3	Union (Boston) 100	274,300	J. & J.	Jan. '80 5
Conn. & Passump Riv. 100	2,100,000	J. & J.	Jan. '81 4	Philadelphia & Reading 80	82,726,375	quarterly	Jan. '76 24	Union (Phila.) 100	400,000	J. & J.	July '77 10
Connecticut River 100	1,292,950	J.A.J.O.	Jan. '81 24	prof. 100	1,551,800	quarterly	July '76 24	West Philadelphia 50	400,000	J. & J.	July '77 10
Cumberland Valley 100	2,241,900	A. & O.	Oct. '80 4	Phila. and Trenton 100	1,259,100	quarterly	Jan. '81 24	CANALS.			
prof. 100	243,000	A. & O.	Oct. '80 4	Phila, Wil. & Balt. 100	11,572,700	J. & J.	Jan. '81 4	Chesapeake & Delaware 50	1,983,500	J. & D.	June '76 2
Danbury and Newburgh 50	600,000	quarterly	Mar. '81 11	Pittsb. Ft. W. & Chi. 100	19,714,285	quarterly	Jan. '81 14	Delaware Division 50	1,833,350	—	—
Dayton & Michigan 100	2,401,528	A. & O.	Oct. '80 14	Special Imp. 100	5,504,300	quarterly	Jan. '81 14	Delaware and Hudson 100	20,000,000	F. & A.	Feb. '81 1
prof. 100	1,211,250	quarterly	Jan. '81 2	Pittsfield & N. Adams 100	460,000	J. & J.	Jan. '81 14	Delaware and Raritan 100	5,847,400	quarterly	Jan. '81 24
Delaware 100	1,584,400	J. & J.	Feb. '81 14	Port, Saco & Portland 100	1,500,000	J. & J.	Jan. '80 2	Lehigh Canal & Navigat. 50	10,848,550	J.S.D.M.	Sept. '76 11
Del. & Board Brook 100	26,200,000	quarterly	Jan. '81 14	Profile and Franconia 100	2,000,000	Annual	Jan. '81 3	Monongahela Navigat. 50	1,003,500	F. & A.	July '79
Del. Lackaw. & Westn. 50	1,974,000	F. & A.	Aug. '80 24	Providence and Worcester 100	2,000,000	J. & J.	Jan. '81 3	Morris (consolidated) 100	1,925,000	F. & A.	Feb. '78 2
Detroit, Lans. & Nor. 100	2,603,300	F. & A.	Feb. '81 34	Rensselaer & Saratoga 100	600,000	J. & J.	Feb. '80 2	(preferred) 100	1,175,000	F. & A.	Feb. '78 5
Dubuque & Sioux City 100	5,000,000	A. & O.	Apr. '81 24	Rhode Island & Mass. 100	175,675	—	—	Pennsylvania 100	4,237,950	—	—
East Pennsylvania 100	1,309,200	J. & J.	Jan. '81 3	Richmond & Peterb. 100	1,008,000	J. & J.	Jan. '81 3	Schuyl. Nav. (common) 50	1,905,207	annually	Apr. '79 20c.
East Tenn. Va. & Ga. 100	1,988,274	J. & J.	Jan. '81 3	Roch. & Genesee Val. 110	555,200	J. & J.	Jan. '79 3	(pref.) 50	2,895,977	annually	A. '79 140c.
Eastern (Mass.) 100	4,997,600	J. & J.	Dec. '79 3	Rome, Watert. and Ogd. 100	2,998,900	F. & A.	July '75 3	MISCELLANEOUS.			
Eastern (N. H.) 100	4,997,600	J. & J.	Dec. '79 3	Rutland preferred 100	4,168,700	F. & A.	Feb. '75 34	Adams Express 100	12,000,000	quarterly	Dec. '80 2
Eel River 100	8,000,000	—	—	St. L. Alb. & T. Hants. 100	2,300,000	—	—	American Express 100	18,000,000	J. & J.	Jan. '81 24
Elmira, Jot. & Canand. 100	500,000	M. & N.	Nov. '80 24	St. L. I. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '74 3	Amoskeng Manuf. Co. 100	8,000,000	J. & D.	Dec. '80 5
Elmira & Williamsport 50	500,000	J. & J.	Jan. '81 34	Salem and Lowell 100	2,483,000	M. & S.	Sep. '75 50c	Calumet and Hecla Mining	100,000 S.	F.M.A.N.	Feb. '80 5

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	\$2,921,682	\$2,402,983
" cotton...	8,172,620	2,845,818
" silk...	3,839,708	3,071,392
" flax....	2,084,602	1,280,061
Miscellaneous dry goods,	2,298,340	1,095,418

Total \$13,316,952 \$10,695,767

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	\$811,428	\$956,972
" cotton...	446,815	668,775
" silk....	585,583	653,023
" flax....	487,089	742,162
Miscellaneous dry goods,	272,727	349,458

Total \$2,603,637 \$3,265,385

Add entered for consump. 13,316,952 10,695,767

Thrown upon market... \$15,920,589 \$13,961,142

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool..	\$687,320	\$698,683
" cotton...	809,659	458,978
" silk....	453,643	439,734
" flax....	664,735	447,818
Miscellaneous dry goods	259,266	344,328

Total \$2,874,623 \$2,389,541

Add entered for consump. 13,316,952 10,695,767

Total entered at the port. \$15,691,575 \$13,085,298

Imports of foreign dry goods at New York for two months from January 1:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	\$4,438,094	\$3,714,524
" cotton...	5,519,235	5,344,006
" silk....	6,214,266	5,104,266
" flax....	8,795,048	2,244,868
Miscellaneous dry goods	1,958,378	1,702,803

Total \$21,925,021 \$18,111,007

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	\$1,310,406	\$1,552,464
" cotton...	908,561	1,594,774
" silk....	992,727	1,233,256
" flax....	977,753	1,426,345
Miscellaneous dry goods.	426,791	544,025

Total withdrawn from warehouse \$4,616,238 \$6,350,864

Add entered for consump. 21,925,021 18,111,007

Total thrown on the market \$26,541,259 \$24,461,871

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	\$1,188,958	\$1,276,957
" cotton...	726,498	1,194,120
" silk....	780,274	967,822
" flax....	1,322,760	1,067,125
Miscellaneous dry goods	462,845	596,753

Total entered warehouse \$4,481,435 \$5,102,777

Add entered for consump. 21,925,021 18,111,007

Total entered at port... \$26,406,456 \$23,213,784

The House Tunnel is being provided with 7 large and 100 smaller niches for the safety of workmen when the double track is laid. The small recesses will be placed 200 feet apart throughout the length of the tunnel. They will be 3½ feet in depth; 8 feet high and 6 feet wide. At an interval of every 8,000 feet a larger niche

will be built, the dimensions of which will be 10 feet in depth, 12 feet high and 8 feet wide. These larger niches are designed for construction hand cars and the larger apparatus used in constructing or repairing the tracks and the interior of the tunnel.

Pennsylvania Railroad.

We give on another page an abstract of the report of this company for the year ending December 31, 1880, showing the gross earnings, operating expenses, net earnings, etc., of the entire system, also an abstract of the Income Account. Below will be found the General Account of the Treasurer at the close of the year:

To capital stock..... \$68,870,200 00

First Mortgage bonds

due 1880..... \$2,103,000 00

General Mort. bonds

due 1910..... 19,999,760 00

Consolidated Mort. bonds due 1905... 28,610,540 00

Consolidated Mort. bonds due 1919.. 5,000,000 00

Navy Yard Mortgage

Registered bonds

due 1881..... 1,000,000 00

Lien of the State upon the Public

Works between Philadelphia and

Pittsburgh, bearing 5 per cent interest, payable in

annual installments of \$460,000, applicable first to the

interest, and the remainder to principal; the original

amount of which was \$7,500,000.... 3,833,066 78

Mortgages & ground

rents payable 1,499,987 46

Accounts payable, viz:

Passenger and freight

balances due other

roads \$341,090 86

Pay rolls and vouchers

for December, 1880, due in January, 1881..... 3,466,947 68

Cash, dividend due

to stockholders unpaid..... 153,199 50

Dividend scrip of December, 1873, outstanding 1,298 61

Sundry accounts due

other roads..... 2,590,155 88

Appraised value of securities owned

by the United New Jersey

Railroad and Canal Company

and transferred with the lease of

the works of that company.... 3,895,584 60

Equipment of road and canal owned

by the United New Jersey

Railroad and Canal Company

and transferred with the lease of

the works of that company.... 3,168,704 53

Fund for the purchase of securities

guaranteed by the Pennsylvania

Railroad Co., under trust created

October 9, 1878... \$1,300,000 00

655 Consolidated

Mortgage bonds re-

deemed and can-

celed 634,460 00

Balance to credit of

profit and loss 7,793,948 71

9,728,408 71

\$154,258,894 11

By balance standing on the books of the company for the construction of the railroad between Harrisburg and Pittsburgh, including branches to Indiana, Hollidaysburg and Morrison's Cove, also Branch to connect with the Pittsburgh, Virginia and Charleston Railroad; also bridge over the Susquehanna River at Columbia, and branch from Columbia to York, in all 853 12 miles; also the extension of the Pennsylvania Railroad to the Delaware River, including wharves and grain elevator, and the Filbert Street extension to Fifteenth and Market streets, Philadelphia (\$1,329,803 67) and cost of stations, warehouses and shops, on the whole road from Philadelphia to Pittsburgh \$28,990,987 81

Balance standing on the books of the company for the purchase of the Philadelphia and Columbia Railroad..... 5,375,733 48

Balance to debit of equipment of road consisting of 877 locomotives, 612 passenger cars, 175 baggage, mail and express cars, 17,646 freight cars, 1,566 road cars, including shop machinery, steamboats and car floats and also including equipment of canal, consisting of schooners, barges and tugs..... 18,088,200 96

Cost of real estate of the company and telegraph line..... 10,868,161 84

Total amount charged to construction, equipment and real estate accounts for the railroads between Philadelphia and Pittsburgh, comprising 1,096.36 miles of single track (exclusive of Harrisburg and Lancaster Railroad 98 70 miles), including sidings, stations, warehouses, shops and shop machinery, telegraph lines, canal equipment, etc., etc..... \$63,263,073 04

Other assets:

Cost of bonds of railroad corporations \$23,734,825 15

Cost of capital stocks

of railroad corporations 30,742,960 73

Cost of bonds and

stocks of municipal

corporations, coal

companies, canal

companies, bridge

companies, and

investments

not otherwise enumerated 7,355,895 98

Total cost of bonds and stock be-

longing to the company 61,833,681 86

Managers of Trust created by

Pennsylvania Railroad Co., Oc-

tober 9, 1878..... 1,300,000 00

Insurance fund..... 10,000 00

Mortgages and ground rents re-

ceivable..... 69,785 00

Amount expended for the purchase

of Anthracite coal lands, Hazle-

ton, Hamilton, Eastwick and

other tracts..... 764,256 03

Appraised value of securities owned

by the United New Jersey

Railroad and Canal Company, and

transferred with the lease of the

works of that company..... 3,895,584 60

Equipment of road and canal owned

by the United New Jersey

Railroad and Canal Company and

transferred with the lease of the

works of that company	\$3,168,704 53
Amount of fuel and materials on hand for repairs to locomotives, cars and maintenance of way, viz:	
For the Pennsylvania Railroad	\$1,820,738 18
For the United New Jersey Railroad & Canal	678,109 56
For the Philadelphia and Erie R. R.	\$16,568 34
	2,815,415 08
Amount of bills and accounts receivable, and amounts due from other roads, including advances made to railroad corporations for construction and purchase of equipment used on their lines, viz:	
Philadelphia and Erie Railroad Company	\$21,500 73
United New Jersey Railroad and Canal Co., construction	399,411 23
United New Jersey R. R. sinking fund and redemption account	1,139,290 00
United New Jersey R. R. real estate	500,976 43
Other companies	8,870,491 27
	10,931,659 66
Cash balance in hands of the Joint Stock Bank, London, and other parties to pay coupons due in January, 1881	1,155,035 90
Cash balance in hands of freight and passenger agts.	\$1,831,718 88
Cash balance in hands of treasurer	3,223,033 63
	5,054,747 46
	\$154,256,894 11

JOHN D. TAYLOR, Treasurer.

Philadelphia, December 31, 1880.

Railroad Law.

Negligence—When Question of fact for Jury.

In an action against a railroad company for injury to a horse caused by the foot of such horse being caught between the rail and the planking at a street crossing, the evidence was conflicting. It was proved by the plaintiff upon the trial that the plank was so placed that there was a space of a little more than three and one quarter inches between the plank and the rail, which space was for the passage of the flange of the car wheels; and the evidence of the plaintiff showed that two and one-quarter inches was all which was required for that purpose, and hence the space was one inch wider than it should have been, and this caused the horse's hoof to get into the open space and to be caught by the toe-calk under the rail. It also appeared from plaintiff's evidence that the plank was from one-quarter to three-eighths of an inch higher than the top of the rail. The court at trial non-suited plaintiff on the ground that there was no evidence of negligence on the part of defendant in constructing the crossing. Held, error. The case is within the rule that it is a matter of right in the plaintiff to have the issue of negligence submitted to the jury when it depends upon conflicting evidence or on inferences to be drawn from circumstances in regard to which there is reason for a difference of opinion among intelligent men. *Wolfkel v. Sixth Ave. R. Co.*, 38 N. Y. 49; *Weber v. New York Cent.*

etc., B. Co., 58 id. 451; *Hart v. Hudson River R. Co.*, 89 id.

Carrier of Passengers—Railroad Company may run Special Trains and Exclude Passengers therefrom—Injury to Passengers Riding without Right on Train—Leaving Moving Train on Advice of Conductor—Damages.

(1) A railroad company in this State, providing sufficient trains and cars to accommodate all the traveling public over its line, has the legal right to run special trains over its road for the purpose of carrying provisions and paying its employees, and to prohibit any person from travelling on such train, and if plaintiff entered a car attached to the same knowing its character, without the consent of the corporation or its agents, he becomes a trespasser. If injury is sustained by such person whilst so wrongfully upon such special train, the fact of being on such train will be an element in determining his prudence and want of care, and the liability of the corporation. If one enters a pay-train for the purpose of riding thereon, and by the rules and regulations of the company passengers were not allowed to ride on such trains, it would be his duty to leave the train as soon as he prudently could, when notified of such rule. If one leaps from a train of cars moving at the rate of fifteen miles per hour, on the advice or concurrence of the conductor, his right to recover would involve the question whether he prudently used the only way which the rules of the company permitted him to use, and also his recklessness and want of ordinary care, for if by the use of ordinary care he could have avoided the injury, the company would not be liable. (2) Where the damage alleged was the breaking of the leg of the plaintiff resulting in permanent injury, and the plaintiff being twenty-one years of age, realizing from \$200 to \$300 for four months, and being deprived thereafter of employment, a verdict for \$14,833 is excessive. *South-western Railroad Co. v. Singleton*.

[Decided Nov. 27, 1880.]

Negligence—Action for Homicide Dependent Upon.

For a widow to have a right of action for the homicide of her husband, his death must have been caused by some act or by the criminal negligence of the defendants. The allegations that the defendants erected and rented a building having a platform or a bridge as its means of egress or ingress, that the tenants had no way of moving their furniture into the building except over such platform, that while in the employment and at the instance of the tenants the husband of the plaintiff was endeavoring to move an iron safe into the building the platform gave way, and he was killed, and that this resulted from the improper and faulty construction of it by the landlords (who were the defendants) are not sufficient. Such a declaration is demurrable. *Daley v. Stoddard*.

[Decided Dec. 14, 1880.]

The Cope car coupler for freight trains, which is being introduced on Western railroads, is claimed to have as advantages, first, simple and perfect adaptability to freight cars; second, the coupling or uncoupling of cars from the top or side of the car, thus obviating the going between

cars for that purpose, by which so many lives are annually sacrificed; third, its easy adjustment to stray cars from other roads which may not be provided with the Cope coupler, whether higher or lower than the car to which it is attached, and fourth, the certainty of uncoupling from the balance of the train when one car is derailed.

Organization.

—The Dayton and Cincinnati Railroad Co. was incorporated on the 3d inst. The capital is \$500,000. The road is to run through Montgomery and Warren counties, from Dayton to Lebanon, connecting at the latter place for Cincinnati.

—Articles of incorporation have been filed with the Secretary of State of California of the Bodie Railway and Lumber Company. Place of business in San Francisco. Directors: H. M. Yerington, A. J. Ralston, R. M. Graves, W. S. Wood, W. Willis, J. B. Low and J. M. Quay. Capital stock, \$1,000,000.

—The Oregon Railway and Navigation Company has awarded the contract for grading fifty miles of the road bed between Texas ferry and Colfax to R. N. Steel & Co. The work will be begun as soon as satisfactory arrangements can be made for Chinamen, tools, etc.

—J. N. DuBarry has been elected President of the Western Pennsylvania Railroad Company. The other directors are: D. R. Davidson, John K. Ewing, Robert Hogarth, William J. Howard, George F. Huff, Strickland Kneass, G. B. Roberts, B. F. Ruff, N. P. Shortridge, Edward Smith, G. A. Torrence and J. F. Wrestling.

—At a meeting of the stockholders of the St. Louis and San Francisco Railroad Company, held at St. Louis on the 1st inst., the following gentlemen were elected directors: Ezra Bailey, White Cloud, Kansas; Francis B. Hayes, Walter L. Frost, Alden Speare and Albert W. Nickerson, Boston; Jesse Seligman, Edward F. Winslow, Fred. Butterfield, Edward D. Adams, James D. Fish and Wm. F. Buckley, New York; C. W. Rogers, St. Louis, and John O. Day, Springfield, Mo.

—At the annual meeting of the Quincy Mining Company, held in this city on the 2d inst., the following board of directors was unanimously chosen: Thos. F. Mason, New York; F. B. Wallace, New York; John Brown, Boston; Benjamin P. Meserve, Boston; Frank G. White, Michigan. The directors organized by the choice of Thomas F. Mason as president, and chose Wm. Rogers Todd as treasurer and secretary.

—At the annual meeting of the stockholders of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Co., on the 2d inst., the retiring directors were re-elected. The board now stands as follows: General J. H. Devereux, H. B. Hurlbut, S. Burke, James Barnett, T. P. Handy, Amos Townsend, George H. Russell, Cleveland; B. S. Brown, Columbus; H. J. Jewett, Hermann R. Baltzer, J. R. Keene, Walter Ferguson, A. G. Dulman, New York.

—Preliminary papers were granted by the Massachusetts Railroad Commissioners on the 1st inst. to Edward L. Davis and others, of Boston, for the charter of the Sinaloa and Durango Railroad. The road will commence at the city of Altala on the Gulf of Mexico, and will ultimately run in a northeasterly direction to the city of Durango, a distance of some 200 miles. It is proposed to construct only 40 miles at present. The capital of the new road is \$100,000.

—The following gentlemen were elected directors of the St. Louis, Arkansas and Texas Railway Company on the 1st inst.: C. W. Rogers, Alex. Graydon and Alexander Douglas, St. Louis; John O. Day and

O. E. Harwood, Springfield, Mo.; James D. Fish, Jesse Seligman and Edward F. Winslow, New York; and George A. Purdy, Pierce City, Mo. This road is being constructed from Plymouth, Mo., on the St. Louis and San Francisco Road, to Dallas, Texas. About 50 miles of track are now laid and a large force is at work.

—The directors of the Missouri Pacific Railroad Company, elected on the 1st inst, are: Jay Gould, Russell Sage, Sidney Dillon, Wm. T. Buckley, Thos. T. Eckert, George F. Forest, Samuel Sloan, Frederick L. Ames, all of New York; D. K. Ferguson, Webb M. Samuel, St. Louis; S. H. H. Clark, Omaha; Jos. L. Stephens, Booneville, Missouri, and L. T. Smith, Leavenworth, Kansas. The officers are: Jay Gould, President; S. H. H. Clark, Vice President; A. H. Calif, Secretary and Treasurer; W. Arnold, Assistant Secretary.

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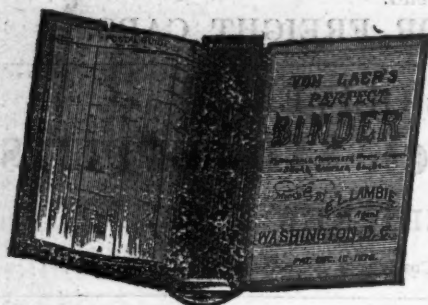
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The Titusville Herald, of March 1, has a complete report of oil operations for February. During that month there were 179 wells completed in the northern oil field, and 26 in the lower country, as against 200 and 23 respectively in January. The production of the new wells was 4,891 barrels, averaging 23 4-5 per well, as against 5,221 in January, averaging 23 1/4 barrels. The wells drilling at the close of February were 487, as against 388 in January, while the rigs up and building were 500, as against 457 at the close of January.



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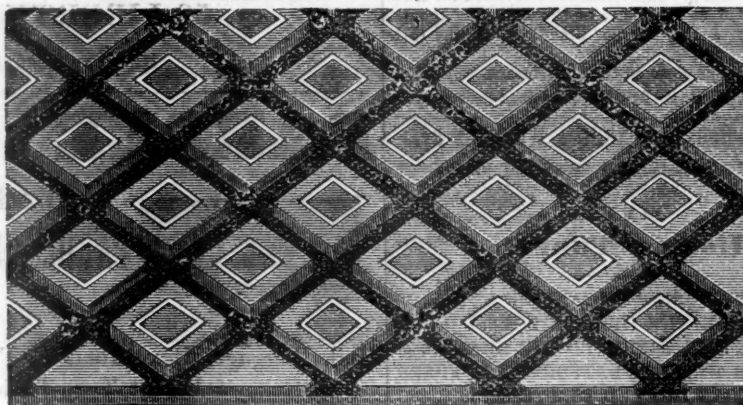
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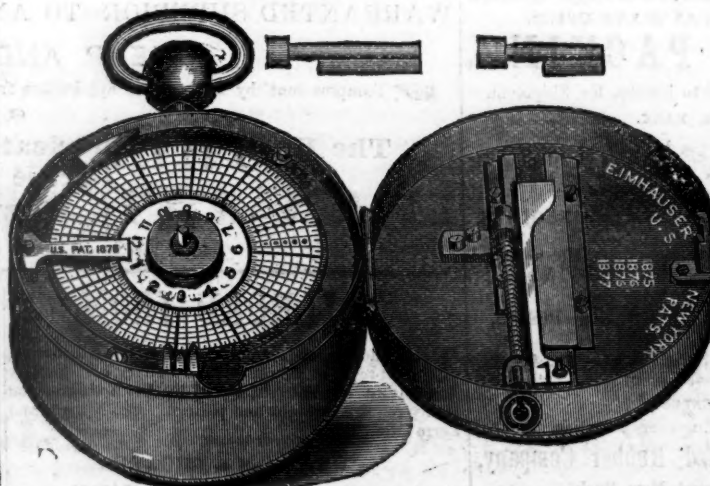
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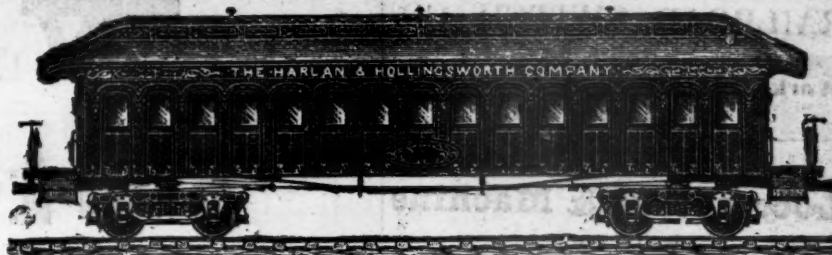
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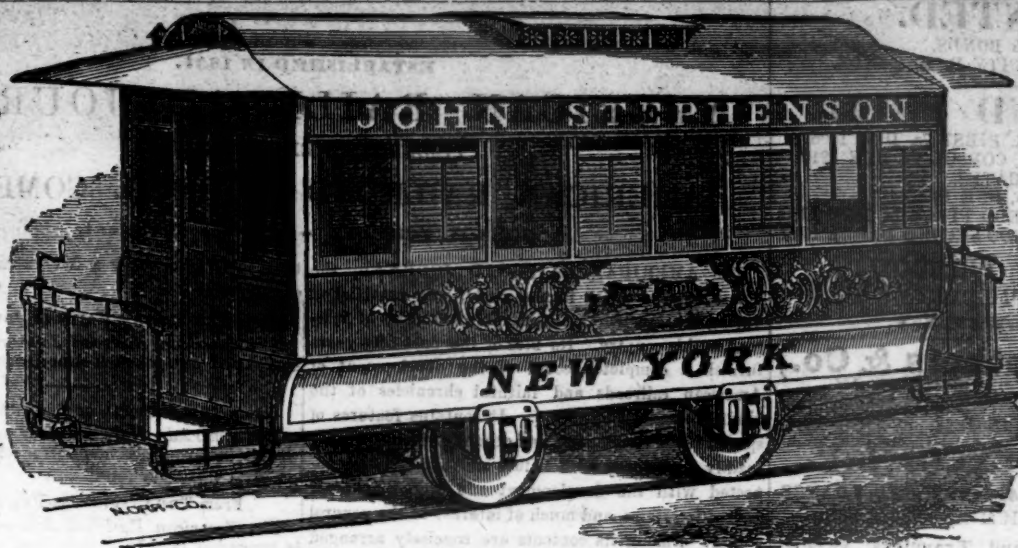
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